

EXPLOSIONS IN COAL MINES.

THE MINERAL WEALTH OF THE FOREST OF DEAN.

It is to be hoped that this state of things is passing away. That ere many years are passed the echoes of the Forest glades will resound with the ponderous hammer, and the whirr of wheels be heard. With your permission, I will, upon an early occasion, resume this subject, which is of so much interest.

"THE METALLIFEROUS MINES BILL."

Again, very few of our miners get their underground shirts washed, even once a month, and very many scarcely ever from the time they are new until they literally rot off their backs. While wearing clothes in this state, with their skin besmeared with dust and perspiration, is it any wonder that chest diseases are so prevalent amongst them? Is it not a much greater wonder they live so long? My opinion is that no kind of legislation will improve the health of the miners while those things are cherished by them; but let personal cleanliness, in keeping their skin clean by a thorough good washing daily on their arrival to the surface, and getting a clean underground shirt once a week, together with a little ordinary care in passing from a high to a low temperature, be properly attended to, and legislation on this subject will not be needed.

An "Inventor" thinks the mine agents too antiquated to adopt anything new in the shape of machinery; probably this requires a little qualification, to prevent a retort from anyone of the craft. However, I think it would be both interesting and important to get a correct return of the number of minors who ascend and descend to by means of ladders; and also, as a contrast, the number of those who are lifted and lowered by means of the "skip," together with the number of fatal accidents in each case annually.

A. W. L. WESTON, M. E. INVENTOR

OFFICIAL SUPERVISION OF METALLIFEROUS MINES

Not do I think I shall be more adversely affected in my progressive mine shares, for I am convinced that in some of the cases the non-realisation of profit may have, for the great measure, attributed to the incompetency, I will not say the incompetency, of the agents. Only consider how shamefully they have been treated, how they have been deceived, and how much low produce ore, which could be profitably treated, is now thrown on the attle heaps. And then, again, look at the enormous loss of power and waste of time which result from drawing with kibbles instead of with skips. Why, if the official supervision has any effect whatever it must be as much to the advantage of the mine adventurer as to that of the working miner. All must profit from an improvement in the working of the mines, and I cannot see that the metal miners are likely to feel more inconvenience from the Government inspectors than malsters do at present from the Excise officers. Your correspondents, "W. R.," and "A Well Wisher to Mining," complain mostly of the first general rule in Clause 3; but their very own complaint seems to me to prove that they are in error. The object of sending their workmen into foul and poisonous air, because they are not practical enough to keep the ends fresh. Will either of those gentlemen venture to say that such agents as Charles Thomas, of Dolcoath, James Richards, of Devon Great Consols, or James Pope, of Wheal Rame, keep their ends foul and poisonous? Should they prove such to be the case, I am sure many shareholders who have hitherto received their periodical dividends with pleasure and satisfaction, will henceforth look upon them as blood money—as profits obtained by the systematic suffocation of the poor miners in their employ.

As general rules applicable to all mines, I do not see one provision to object to; and as to the special rules applicable to each particular mine, they are to be settled by the mine workers themselves, so that there will be no greater difficulty in giving satisfaction to all parties than in framing a set of cost-book rules. For my part, I regard the entire bill as admirable in principle, and not highly objectional in any particular detail.

though I admit that, with a few trifling verbal amendments, it might, perhaps, be improved. As to the disinterested umpire who are, according to "W. R." to be found in Cornwall who hate mines and miners, and would rather shut up a dozen than destroy a few tiny trout. I believe the statement is a libel upon Cornwallmen, all of whom feel that, though "Fish, Tin, and Copper" is the motto, the one of the three is no more thought of than the other. What we say is this, do not unnecessarily destroy fish, and the result is that the price of salmon and trout are so high that the small fish are almost impossible of sale. For my part, and I say it as a large mine adventurer, and not as a fish preserver, that science has now sufficiently advanced to enable all the metallic substances which the miners are asked to remove from mine water, previously to letting it escape into rivers, should be turned to the mine adventurers' profit, and I believe if this were done we should have a much smaller list of progressive (?) mines, and a much larger dividend list, in the last page of the Journal. Let all who look beyond the mere grasping of money from the copper mine consider well before they make any more excellent a measure as that of Lord Kinnaird.

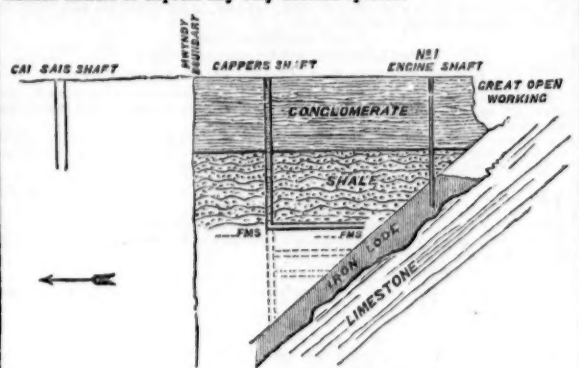
M. D.

Twice, April 18.

LLANTRISSANT HEMATITE IRON ORE.

SUP.—I cannot allow to pass unnoticed the remarks of your correspondent, "Permian," contained in last week's Journal, because I find they are not strictly in accordance with facts, and, therefore, likely to create impressions injurious to the interests of the Mwyndy Company and its management. The circumstances of the case are briefly as follows:—When the company came into possession of the Mwyndy property they found the mine had been opened to the depth of about 12½ fathoms as a quarry, and at that time there was a very considerable surface of ore laid bare; this was, however, speedily exhausted, but the company finding the vein dipping so rapidly that it would not pay to work the mine as a quarry, commenced sinking the shaft marked No. 1, on the diagram hereunder, and from this shaft have been extended levels and cross-cuts, from which the main portion of the ore has hitherto been obtained. These workings did not require a separate system of drainage, the whole of the water being pumped by the No. 1 shaft engine, until in course of time new workings were commenced at about 180 fms. eastward on the course of the lode, and a powerful bull-engine was erected for pumping in an underlie shaft, which has been sunk upon the angle of the vein. Now, as to the suspension of sinking "Capper's shaft," this was not caused, as "Permian" asserts, by the fear of having to pass through the coal measures, the management having every confidence in finding ore when the shaft is sunk to a depth corresponding with the present angle of the vein, which has, as far as explored, maintained a regular dip of about 30° to 35°. The heading, or cross-cut to the vein, has been driven simply so as to extend from it levels as speedily as possible, and thus add largely to the returns of ore. At regular distances, during the continuation of the sinking, other cross-cuts will be driven to intersect the lode until the shaft is down to it. There has been no pyrites met with in the nodules of decomposed red hematite iron ore which have been seen in the shale.

Lastly, as to whether the Cao Sais shaft, when it is sunk to its depth, will, or will not, unwater the Mwyndy Mine? This is a matter upon which, having reference to the generally irregular nature of hematite iron ore deposits, it would, I should think, be hazardous for the most experienced miners to express any very decided opinion.



N. M. MAXWELL,
Secretary of the Mwyndy Iron Ore Company (Limited).
Allhallows Chambers, Lombard-street, April 20.

THE PROPOSED FLOATING DOCKS AT NEATH.

Sir,—I once again refer to an article in one of your valuable Journals in January last, and I ask all the worthy and influential gentlemen of Neath when shall we see the beautiful river of the district floated up? I am much surprised at hearing so much said about the new scheme called the Neath and Brecon Railway, and having to listen to the numerous reports about the contractor buying up the Swansea Canal, and land so very valuable, for the purpose of making a narrow gauge line and building extensive docks at the Mumbles; whereas if that gentleman (the contractor) would only turn to an article in the *Mining Journal* of Jan. 7 he would at once see that there was a most suitable spot not more than a stone's throw from the point where the Neath and Brecon line joins that of the Vale of Neath to Swansea for the purpose of making a canal, and that the winds were all so favourable, and where they could also be kept aloft. It is a mystery that gentlemen of abilities in some things do not endeavour to work with Nature, instead of against her; for instance, in making artificial rivers and docks in situations which are directly contrary to her, stopping up canals, and spending so much money in going to Parliament for the purpose of getting extensions where they really are not wanted. Why not allow the old company to keep the canal? Just look back some 20 or 25 years, when the Taft Vale Railway was a new concern. Many of the shareholders were now dead, and the company was a new concern. At that time the shares were worth more than they ever were. But what does the Neath and Brecon Railway want more than Swansea or the Mumble Head, the most unlikely place for docks, destroying beautiful scenery and also the hospital, the only place Swansea and the Black Country have for their lame and infirm? Would it not be cruel in the extreme to deprive them of such a very desirable shelter? And not only would it be the destruction of the aforesaid, but of the oyster fishing; we all, as Welshman know the luxury of a good oyster, and that Swansea is the best place to go to for them. It is a pity that the Neath and Brecon Railway would not consider itself with the proposed floating dock. Some gentlemen state, as an objection, that there is a bed of sand, and a piece of rock projecting out into the sea, which would be an obstruction to vessels coming in; but if those so-called obstructions were near Cardiff, with those sprited gentlemen the Trustees of the Marquis of Bute and others, we should long ago now have observed three or four dredging-machines at work, the rock and sand bed removed, and the millions of tons of copper slag piled up each side, as a preventative against the occurrence of such a thing. In the centre of the best steam coal district in the South Wales coal basin, and the Vale of Neath running through it, especially now Mr. Naughton has discovered the Nine-Foot Vein in his property. I must observe that there are two or three faults crossing the Vale of Neath Railway, and about a mile and a quarter south the mountain declines towards it—and to prove the facts, Mr. Naughton has now (as I before said) the Nine-Foot Vein the other side of the disturbed ground; therefore, to all intents and purposes, it is known that the coal exists to the bottom of the mountain, and that the disturbance in the district is an opinion that if the district is a coal district, such as the late Messrs. Powell and Prothero, of Newport, were to expend part of their capital in sinking shafts at a point near Resolven Station they would find the celebrated lower measures; and from the spot where the proposed floating docks would be, up to Resolven, and for miles beyond, is one mass of solid steam coal, which I should think would not take more than 6d. to 9d. per ton, to be put on board if docks were made, whereas at present its cost to Swansea is from 1s. 6d. to 1s. 9d. per ton, and if sent to the Mumbles 2s. 3d. to 2s. 6d. per ton. I am satisfied that the workmen are always benefited when they are, it would, therefore, be for the interests of both. Let the well-meaning and those who have a love for their native place be urged to come forward and aid this undertaking, that this river, which for beauty and sublimity of scenery stands almost unrivalled in Wales, may be a matter of rejoicing not only to the present inhabitants of the district, but to the thousands yet unborn, and be a lasting benefit handed

down from one generation to another.

In a recent Journal I saw the name of Evan Evans mentioned in connection with the collieries that were then being celebrated at its colliery, on the occasion of the first coal being sent away. It was very gratifying to me more pleasing than these festivities, as they being sent away only for the day, but have, I believe, a lasting and beneficial influence upon the workmen in general. When the masters are kind, the men treat them with respect and deference. But to come to the point. I only regret that the coal sent away that day was not shipped in the floating dock. The cost of taking it to Swansea could not have been less than 1s. per ton, to say nothing about damage of trucks, which, with other extras, could not have been any less than 1s. 9d. per ton. I need not enter into figures, and tell you how much this would be per year, sending away 300,000 tons of 70 tons each, which I have shown, and the dock would not exceed 3d. per ton, 1s. 6d. per ton. The week before last I observed in your Journal the notice of another festival, which I believe was on a larger scale even than that of Mr. Evans's, to celebrate the coals being sent away for the time from the Dynevor Colliery; and from the point where the tramroad of this colliery joins the railroad to Swansea would be about a stone's throw from that proposed, and the saving would, therefore, be about the same.

There are many other large and valuable collieries that would likewise profit by the scheme being brought into action. There are, for instance, the extensive operations of the first-class. Here we may expect a large get, as the acreage is so extensive, and can all be "won" by day lava. There are also several other collieries which may be benefited thereby exactly opposite to the Dynevor Coal Company and Mr. Evans's coal field, and which have the same seams and qualities of coal. The same has been taken by respectable gentlemen from London, with the intention of making it into three companies; and by making a short branch narrow-gauge railway, for which I understand there is a company now being formed, and which will make, I firmly believe, a vast pecuniary return, as it will realise from 15 to 20 per cent. As this railway would run through the last-mentioned coal fields, and new collieries can be "won" right and left of the line for nearly the whole distance, the traffic will, I think, be enormous, with very little outlay of capital to win the seams. It is stated by some that Sir John Guest, the late

Mr. Tennant, and a few of the leading firms in Wales visited this post, and were the present improvements. At that period Keath was not prepared for such large and venturesome undertakings, and had not become the hive of industry as at present. Speculators who were then as ever alive to their own interests did in their power to baffle these schemes. Now, with all these facts before us, the very wealthy gentlemen in our immediate neighbourhood, the miles of property surrounding it, and each side of the river ranged by Nature for a large town, may we urge upon the present contractors to withdraw that absurd idea of going to Swansea and the Mumbles, and to cease their boldness and ask this scheme? I believe that from the humbler, peasant, and the greatest noblemen, the same hearty support for carrying out such a scheme as the straightforward and legitimate object; and whoever would oppose such a scheme as so contrary to Nature and her God. With these few practical remarks, I beg to subscribe myself—

A SINCERE WELL-WISHER FOR THE INTERESTS OF THE DISTRICT

ON QUARRYING AND QUARRIES—No. 17

Sir,—In his last letter, Mr. Samuel Jenkins, Quarry Inspector, promises to "confine himself to facts," and he further states that, as a quarryman, it may naturally be expected that he feels a decided interest in quarries and quarryings. It cannot be denied—nor does he wish to deny so—that he has been doing quarry drudgery. He has read the best works on geology and mineralogy; has been much hurt at the unintelligible manner in which the agent (not named) described the workings, &c. Why not write things in a plain way? He will unravel some of the mysteries, and disperse the clouds. With the permission, Mr. Editor, I shall endeavour to examine some of his remarks and your readers can judge whether the Quarry Inspector is a practical man or a theorist, and whether his single-mangle style contains any correct or fallacious. Evidently he has perched himself on the highest peak of fame, and set himself up as a master-of-fact man, practical and experienced. Since he promises to confine himself to facts, and has been so particular in delineating his own capacities, I am calling in him as a quarryman and quarry inspector, and since the self-constituted distinction has been prominently paraded in the Journal, I think we have a right to question when his comments deviate from "facts," and when he wanders from his fair position into unfading mysteries and dispersing fogs. It is said that head-headed men will not travel any more; for every calling, particularly into such as involve no test of professional

1.—I understand by a "quarryman" the person that can take slate-beds from a rock-split, and dress them. I object to the writer appropriating the name, unless he will admit that he is able to do this. No other drudgery in a quarry will qualify him as a quarry inspector; and I do not consider any writer who will parade himself as a quarry inspector, and unable to perform these things in a slate quarry, more entitled to the diploma than a quack medicine vendor.—2. The writer states that "the late discovery of a large field for profitable speculation," viz., 23 to 25 square miles, more extensive than a large field for profitable speculation." It is true, it has much dependence in its opening upon the views of some persons, but surely if it were so, why would we have opened a large field for profitable investment, what can be said of the Wren Lydian veins recently discovered in the parish of Llanllechyd, the best and richest slate locality in the world, which is upwards of 200 yards wide; and others in the county, all of which I can name, varying from 200 to 500 yards wide? The writer states that the principal proprietor of Craig Hiraeith was Capt. Iremonger, Colonel Pennant's nephew. Objection: Capt. Iremonger was never the manager of Colonel Pennant's quarry for an agent in his life, and I will venture to predict that whenever Colonel Pennant was absent he will find one among his own workmen, really practical and experienced.—3. A writer when he found faults at Llanyngog Quarry, instead of unravelling some of the mysteries and beauties of the place, and pointing out the errors of his opponents, affirms that they were granite! After reading such evidence to form their own opinion, let us be so ignorant? The truth is, he never in his life saw a piece of granite in any quarry in North Wales. Cornwall, Isle of Man, or the country of York.

in all these places, and I have never seen graptolites (quercus, oaks, and telegraph) in any country. In some of the writer's scattered remarks he attributes the failure of a geological trial to the ignorance of the adventurers in geology. Is he quite sure of it? Is not the deficiency in slate quarrying operations that disabled him from forming a correct opinion on the subject?

—4. The writer dwells very largely on the necessity of geological knowledge for quarrying operations, &c. Objection: I think I may venture to affirm that I have had with slate quarries before the world was blessed with his presence, and I may add, I have read the best German, American, and English authors on geology, and I have not seen one single passage in any of their works that can help, enlighten, or enlighten a quarryman in any of his operations. It is all very well to talk of things, and explain them, but the bricklayer, the bricklayer, and the bricklayer face to face with Nature, or to have a quarry, and I will be bold enough to affirm that he can learn more than one hundred working Welshman that will shame the best of them. Why, such a man knows all geology? Has anyone yet accounted for cleavage, or can any geologist explain the different dip of slate rocks; the cause of backs, feet, and slants; the angle of cleavage line with that of stratification; or can any of them account for the post and the appearance and disappearance, and the fractures of their contortion; or can any geologist, from the surface appearance, say whether the slate will get soft or not, or the depth of ground, or what influence will bars of different angles produce in depth of ground? These are the mysteries I expected to be dispersed by the Slate Quarry Inspector, and when he does this it will be time for him to trumpet himself; but, alas! he is not so, and he is not so, we have had nothing in all his letters that a London tailor or a Scotch shoemaker could not have written, and I am much tempted to say, "If thou art a schoolmaster, stick to thy craft." We need not the writer's professions, that Liwyngwrl will be one of the most important slate districts in the world, and we take a longer range of sight than he possesses to prove this. If he cannot give an statement of profits derived for years of spending money at Liwyngwrl, all I shall say I hope this will be found to be correct, as very few of his other remarks were; but fear the end of the tale will be "all my eye." It is very pleasing, and no doubt satisfactory, to a theorist to examine a country, and be guided by a geological map; but whoever was led to a good slate quarry by any of them? As for Liwyngwrl ever becoming an important slate locality, I fear not in saying the day is very far distant before it can arrive at the twentieth degree in importance; and he that had the audacity to draw a geological map of the principal district in Carnarvonshire must have been the benefit of that district, which, instead of being a source of wealth, is a source of

EAST WHEAL LOVELL, AND ITS MANAGEMENT.

534.—The great discrepancy in the reports of Capt. Quantrell and myself must surprise the adventurers and the public. The truth of my statement has been confirmed by the following eminent agents—Capts. C. Thomas, Wilkins, Rich, Bawden, and Dawkins, of whose reports have been printed. I now send you the report of Capt. Pascoe, of the *Albatross*, of France, which you will see also agrees with the others. I am informed that the committee met yesterday, and appointed Capt. Quantrell manager, and he and Mr. Kerry, broker, of Camborne, inspected the mine, and they estimated the lode at 160,000 lbs. per ton, at the stopes east of the main lode. I hope to leave on Thursday for a number of hours of work, and I hope his report will be forthcoming.

I have offered the committee to prepare a table, showing the tons removed and the raised, with my valuation, as weekly reported, which, with the tin sold (11 1/2 tons) and tin unsold (about 5 tons), would prove the accuracy of my reports. Surely this is a simple mode of settling the question. If Capt. C. Thomas, the company's agent, has been directed to inspect the mine, or to call this tin, the Government will have been assured that this would have no "bull" or "bear" fight, and a captain would not have been dismissed for telling the truth.—*Houston, April 18.* J. BURGAN.

[We insert this letter of Capt. Burgan; but, as the committee have issued a report which may be considered as authoritative, we must decline the publication of reports of controversial communications, unless on matters of fact, leaving the results to private controversies of the various claimants. The only proof of the matter, however, will be the mine itself, and the value of the tin raised, and the tin sold, as shown by the accounts.]

CORNISH PUMPING ENGINES.—The number of pumping engines reported for Feb. is 37. They have consumed 2921 tons of coal, and lifted 22.3 million tons of water 10 fms. high. The average duty of the whole is, therefore, 51,500,000 lbs. lifted 1 ft. high, by the consumption of 112 tons of coal. The following engines have exceeded the average duty:—

On coal. The following engines have exceeded the average:	644
Rosecrans—70 in.	674
Cargill Mines—Mitchell's 72 in.	650
Carl Bras—76 in.	553
Cook's Kitchen—50 in.	673
Crane—70 in.	540
Dolcoath—Harriett's 60 in.	582
Great Wheel Busy—Harvey's 85 in.	617
Great Work—Leeds's 90 in.	535
New Rosecrans—Phillips's 90 in.	548
Nora Wheel Croft—Twenness's 80 in.	593
South Wheel Frances—Marriott's 75 in.	613
Treloveh—60 in.	587
Wheel Ludcott—Willcocks's 50 in.	673
Wheel Margery—Wesley's 45 in.	709
Wheel Seton—Tilly's 70 in.	591
Wheel Transvaal—Mitchell's 60 in.	

SALE OF A MINE BY PUBLIC AUCTION.—Mr. V. Buckland sold by auction, at the Guildhall Coffee-house, on Wednesday, the North Great Work Tin Mine, with the whole of the erections thereon. The mine, known as the North Great Work Tin Mine, consists of various tracts of land, on the slope of the Goodship Hill, Cornwall, in hold on lease for 21 years from May, 1863, at a royalty of one-fifth before the erection of an engine and one-eighteenth afterwards. The whole was knocked down for £800.

[illegible]

RAPID CURE OF SEVERE COLD BY DR. LOCOCK'S PULMONIC WAFERS.
 "To Mr. Winnall, Bookseller, 108, High-street, Birmingham.—I had been suffering for some time with a severe cold, which grew worse, and a difficulty of breathing, with tightness of the chest. Your assistant prescribed me Dr. Locock's wafers, and in a few days the tightness of my chest had entirely left, and I was enabled to breathe freely. I am, Sir, very truly, Sir, your obedient servant, J. H. GARDNER, 94, and 46, 66, per box."

HOLLOWAY'S OINTMENT.—All varieties of ulcerations, bad legs, sore wounds, and eruptions can be cured by the diligent use of the soothing, moistening, and healing unguent. The old and often-failing fashion of strapping the edges of sores together with plaster has entirely given way before the more reasonable treatment by Holloway's Ointment. The sores gradually grow from the bottom of the ground with sound and healthy granulations; these gradually grow until they reach the level of the surface, the sores gradually harden, and immediately become covered with new and wholesome skin. The proper application of this ointment diminishes the inflammation, causes the unhealthy discharges to cease, and the skin to grow again. The swelling disappears, and the natural color is restored.

There is little change to note in the position of the foreign copper markets. Consumers having been sufficiently supplied by important purchases made at the end of March, the Paris market has again become quiet; prices have remained without variation. At Havre, Chilean, which is less well supported, has retrograded to 85¢ per ton; United States has, however, been somewhat revived by the sale of 26 tons Lake Superior (quincy mark), at 91¢ per ton. The article maintains itself in a good position, and at the quotations of the previous week on the

principal "places" of Germany. At Hamburg, especially, quotations which had become greatly depreciated of late, have sensibly hardened. The Dutch tin market has remained quiet; an upward tendency which appeared in Banca has scarcely been sustained; the article remains without demand at 57 1/2. There is no change to note in quotations at Paris, with the exception of Detroit, which has risen from 92 1/2 to 93 1/2 per ton in consequence of the advance noted on the English market. Some blocks of Banca have been sold at Amsterdam to meet the requirements of immediate consumption. At Hamburg, Banca has been more in demand, and prices have risen; at Berlin and Cologne there has been little demand, and prices have remained without alteration. The lead market remains inactive, the demand having absolutely been default. Rough Silurian zinc remains firm at Paris at 21 1/2. There has been little movement on the Hamburg market, but in consequence of the few sale offers made with regard to zinc the article has been very firmly sustained in value. At Breslau, with a far from active demand, good marks have maintained former quotations. By the new tariff of the direction of the Vieille-Montagne Company ordinary rough zinc is charged at 20 1/2 per ton at the works; rolled zinc, sheets of commerce, No. 5, 34. 12s.; No. 6, 34. 4s.; No. 7, 34. 6s.; No. 8, 9, and upwards, 34. 12s.; sheets for sheathing ships, No. 13, and upwards, 34. 16s. The selling prices on the Dutch and German markets are modified as follows, dating from April 10:—For Holland, rough zinc, 20 1/2; rolled zinc, 25 1/2 per ton. For Germany, rough zinc, 20 1/2; rolled zinc, 25 1/2 per ton.

TRUTH'S ECHOES, OR SAYINGS AND DOINGS IN MINING.

The Easter holidays have interfered with the business of the Mining Share Market, both the Mining and Stock Exchanges having been closed from Thursday afternoon until Tuesday morning. Since then the market has been rather more active than usual, and an average amount of business appears to have been transacted, several improvements having been reported, and created an enquiry for the shares.

WHEAL SETON and WEST SETON have been less in demand, and slightly receded. CLIFFORDS are in better request, and quoted higher. WHEAL BULLERS have been in request, and some shares changed hands. WHEAL BASSSET and EAST BASSSET are less active, and are quoted lower. NORTH BASSSET have been enquired for at nominal prices. STRAT PARKS are in request at slightly improved rates. TINCROFT and COOK'S KITCHENS have been dealt in at lower figures. EAST CARBON has changed hands, but are not quite so firm. NORTH ROSKEAR have been enquired for at advanced prices, arising from the improved prospects of the mine. SOUTH CONDERBURN have been rather extensively dealt in, and large numbers done at higher prices. WEST TOLGUS have been in request at minimum prices. GREAT LAXEY are less active, and quoted lower. FRANK MILLS have been in good request, and done at advanced prices. EAST GRENVILLE and WHEAL GRENVILLE have shared in the business of the week at fair market rates. NORTH TREKREBER have been in better request, and still enquired for at buyers' figures. CARN CAMBORNE have changed hands at improved rates. ILLIGAN CONSOLS have been in fair request at market quotations.

WHEAL HONOR are sought for at nominal figures. GREAT NORTH DOWNS and HALLEN-WEALE are in request, at minimum quotations. GREAT WHEAL HISTS are enquired for at buyers' prices. WENTWORTH CONSOLS are more in demand, and slightly improved. WEST CHIVERTON are in better request, and sought for at higher rates. GREAT WHEAL VONS have fluctuated, and though quoted lower, still show a tendency to improve. EAST WHEAL LOVELLS continue very scarce, and although they have advanced for cash, they are offered at lower rates for time of the account. NEW WHEAL LOVELLS have been in good demand, and a great many changed hands at advanced prices, in consequence of a reported improvement. ROSEWARNE UNITED are enquired for, at buyers' prices. PROVIDENCE MINES are sought for, at minimum quotations. EAST CARADONS are quoted lower, but it does not appear that any business has been transacted; shares are scarce.

MARK VALLEYS have been in good demand, and rather scarce. WEST CARADONS have been done at lower figures. TRELAUNTS are still good, at minimum quotations. NEW WHEAL MARTHA are dull, being more freely offered, at lower prices. EAST GUNNLSLAKE and SOUTH BEDFORDS have receded, and buyers scarce, at quoted figures. LADY BERTHA have been in very good demand, arising from a reported improvement in the mine, and prices have considerably advanced. EAST WHEAL RUSSELLS have fluctuated, but there are enquiries at nominal figures. WHEAL CHEBROS have been done at lower prices, but left off rather firm.

EAST CARADON.—William's shaft is in course of sinking below the 90; the lode intersected by the 90 fm. level cross-cut south is 5 ft. wide, worth 15 1/2 per fm., and as soon as more fully opened on their proposed resume the cross-cut in anticipation of cutting the cauter. The 50 east, on the cauter, is valued at 15 1/2, and west at 12 1/2 per fm. The 80 east, on new lode, is producing saving work. At Secombe's shaft the 50 is expected to be reached in about a month, when they will cross-cut to the lode. At the 80 east they have opened up a long and profitable piece of ground, which has been found of better quality than at the 70. Taking into consideration the several points to come off, and the importance of the undeveloped ground at the 90, the manager deems the probability of great discoveries for the future as very good. The sale of 405 tons of copper, effected yesterday, realised 1605 1/2.

MARK VALLEY.—Salisbury shaft is sinking below the 112, and the ground improved. The 100 west, on Marke's lode, has averaged from 2 to 3 tons per fathom for 7 fathoms, and is now worth 1 ton, and the eastern end for the breadth carried is yielding 2 tons. A winze from the 90 coming down before this end is worth 3 tons per fm. The 90, 80, and midway west levels, on Rose Down lode, are yielding respectively 1 ton per fathom. The stopes are yielding their usual quantities of ore, the mine generally is looking well, and the future prospects are considered of a more encouraging character. The monthly sale of copper ore, amounting to 440 tons, realised on Thursday 1724 1/2 1/2.

WEST HONOR DOWNS.—The operations here are progressing satisfactorily, the engine-shaft is down 12 fathoms below the 30, and preparations making to cross-cut north in the 42. The 15 east is in a very promising lode, and, with the 30 cross-cut, appears to be in highly mineralised ground. Other works, as well as the surface buildings, &c., are progressing, and the steam-whim will shortly go to work.

NEW WHEAL MARTHA.—An improvement in the new shaft, which is down about 11 fathoms, is reported, where they have cut the north part of the south lode, yielding good stones of black and yellow ore. This discovery is deemed of the greatest encouragement in the development of the new ground, which is expected to become a most valuable addition to the set. The mine generally is looking very promising, and yielding the usual quantities of ore in both tawork and tribute departments.

LADY BERTHA is reported to be presenting more favourable indications in the 80 east of the cross-course, where they have some good stones of ore coming in. An improvement in this direction has been long looked for, and for which purpose a new shaft has been sunk.

MAUDLIN MINE.—The lode in the back of the 70 east has further improved, and now worth 80 1/2 per fathom; they have not yet cut the lode on the eastern side of the cross-course, but from the indications presented it cannot be far off. All other operations are progressing satisfactorily.

WEST CHIVERTON.—Looking more than ordinarily well, several highly important improvements have been taken place. On William's lode the 90 west is worth 100 1/2 per fm.; the 90 east, 80 1/2, and the 90, east of winze, 100 1/2 per fm. Nos. 1 and 3 winzes, sinking below the 80, are worth together 160 1/2 per fm. At Burgess's shaft, below the 70 fm. level, there is a good branch of lead, worth from 30 1/2 to 40 1/2 per fm. On Valpy's lode there are two winzes, worth respectively 70 1/2 per fm., and the mine in all other places is looking remarkably well, and returning the usual quantities of lead. A branch at Hawke's shaft, below the 90, is yielding 1 ton per fm. At CHIVERTON MOOR they have cleared the old engine-shaft to within 2 fms. of the 20, and expect to get to the 30 by the end of the month.

WEST HONOR DOWNS.—The operations here are progressing very much improved in several highly important places, and likely to lead to valuable discoveries, especially in the 205, west of Prince William's shaft, where the lode has become larger, and going into highly mineralised ground; and in the 160, east of eastern shaft, on the north lode, where there is ore of a rich quality. There are certain indications presented here which are looked upon by practical and experienced miners as harbingers of a vast lode of copper ore in the direction which the end is approaching. The mine continues to look remarkably well for tin, with every probability of some great improvements in that portion of the set.

BASSSET AND GRILLS.—The prospects of this mine are considered very encouraging; during the past quarter, 86 tons 16 cwt. of black tin were sold, realising 4500 1/2, less a profit of 132 1/2. There would have been considerably increased but for a run which took place at Wheel Fat shaft, and at one time assumed a very serious aspect. The shaft is now repaired, and the returns nearly doubled since. The numerous points of operations are looking very well, showing every probability at present of placing the mine in a good financial position by the next quarterly meeting.

CARN CAMBORNE.—The south lode has been intersected at the engine-shaft, 5 1/2 fms. below the 20, where the lode is yielding 1 ton copper ore per fathom. The 40 west, on the south lode, is yielding 5 tons per fathom, and the 30 fm. level 2 tons; the same levels east are producing stones of ore, and a winze below the 30 fm. level 1 ton. The 30 fm. level stopes, in the back of the north lode, is producing 3 tons. Clarke's lode is yielding some good ore, and likely to greatly improve. The mine altogether is opening out remarkably well.

ROSEWARNE UNITED is represented as opening out very satisfactorily, the lode in the shaft, as well as in other productive places, fully maintaining its size and character. The sale of copper ore last week realised 1266 1/2, being an excess of 266 1/2 over the estimation given at the recent meeting.

EAST WHEAL LOVELL.—The committee appointed at the late meeting to consider the conflicting reports which have been received respecting the position and prospects of the mine, have issued their report, as well as those of other practical and experienced agents, and from which we learn that the lode in the bottom of the new shaft continues of a rich and productive character, and estimated worth 150 1/2 per fathom, thereby confirming the value set upon the lode by Capt. Quantrell, who has been appointed manager, in the room of Capt. Burgan. Some of the more productive places have fallen off, but there is every reason to believe that further discoveries will shortly be made, and the returns augmented. Since the meeting on the 7th, nearly 3 tons have been dressed, and it is expected that by this time 4 tons will be ready for the market from the bottom of the shaft. There are good reserves on the south lode, and the prospects at Turpin's shaft continue highly favourable, so that the returns from these and other places will much increase the future sales.

NEW WHEAL LOVELL.—A very important discovery has taken place in the 30 west, where they have a rich bunch of tin, reported to be worth full 70 1/2 per fathom. The lode has been improving for some time past, so that a discovery was fully anticipated.

SOUTH LOVELL.—The engine-shaft is in course of sinking, and will take the lode in about 3 fathoms deeper, which is expected to be done in about three weeks. The lode in the bottom of the north shaft has very much improved during the last few days, and is yielding some rich work for tin, and looking to further improve. All the other places of operation are progressing very satisfactorily.

From Mr. WILLIAM LEELE.—The Mining Share Market is still dull, and prices have, in some mines, receded, but without any other cause than the desire on the part of some to sell, without any corresponding response on the part of investors. This has not been the case in the Mining Share Market, where it has shown itself in all the markets, more or less. There seems to be a general apathy prevailing, prolonged, no doubt, by the strange notions entertained and fostered in some quarters as to the effects on the monetary condition, not only of England, but of all the world, likely to be produced by a sudden close of the American war. Thus it is that there are large sums of money floating about for investment, and for which, in the interim, 2 to 4 per cent. is gladly taken. If mining shares are less affected by this sort of apprehension than many other descriptions of shares are, there are circumstances affecting them that do not so largely affect others. For example, a disappointment affecting one mine, like that in East Lovell, about which there is some perplexity, affects, more or less, mining properties that are not only beyond all suspicion, but which are known to be of great and enduring value, paying large dividends now, and certain, from the value of their reserves alone, to pay large dividends for many years to come. The state of feeling in which this adverse influence on good mines originates is well known to those who make it their business to improve every event to the realisation of profit; and the "bearing" of the market is energetically resorted to, in order to aggravate that state of feeling, and thus induce the pressing of still more shares for sale, and, of course, at still lower prices. I have frequently cautioned my clients against this sort of thing, and again advise them to it, because they are in danger from it at the present time. The favourable change in the stock and share markets which I last week noticed was checked, first by the recurrence of that state of listlessness which always just precedes the holidays, and next by the receipt of the intelligence from America, so unfavourable to the

Southern Confederacy; and some of the shares which had been upon the rise again went down, and are still much depressed. Holders should not take alarm at the unfavourable circumstances, and "make bad worse," by forcing sales. If their shares are in good lead or copper mines, especially, they may rest assured that they are all right, whatever fluctuations may be caused by external, accidental, or cunningly-devised causes. Why, for example, are Great Laxey shares kept down at 1 to 2 below the price at which they will pay purchasers 10 per cent., without taking into account the bonuses which they get from time to time in the allocation of shares, which has been equal in value during the last six months, including the reserved shares in the mine itself, and those in Sasefield, to 2 1/2 1/2 per share, in addition to the money dividends? Independently of these bonuses, the money dividends, paid every three months, are at the rate of 50 per cent. on the paid-up capital; and the certainty of this continuing uninterrupted for many years to come, should place the mine amongst those investments which may be confidently looked to for a regular and unvarying—excepting always in an increase—income. Nevertheless, the price of the shares has gone down, and has not yet permanently recovered the figure which, as I have said, will ensure a purchaser certainly 10 per cent. for his money, exclusive of an occasional bonus, and a market always open, should circumstances induce him to sell. Half-a-dozen other mines—some paying dividends, and others nearly touching the point which will bring them to it, are in the manner, and with as little cause, adversely affected in the market. The circumstance, no doubt, makes a good market for those who wish to buy—to buy in the cheapest market. How long it may continue it is not easy to say, but we may fairly hope for more than a temporary rise in the prices of good things, as soon as it shall have been seen, as I have no doubt it will, that whatever and whenever may be the termination of the bloody strife on the Western Continent, there is not any good reason to believe that it will be followed by a large draught of gold from Europe.

Of the mines that are more than usually promising to make an early and a large return, special mention may be made of the DEVON AND CORNWALL UNITED, which will, there is every reason to believe, become a mine of great value. It is a Cornish mine, and its geological character, as well as its proximity to the Great Devon Consols, with which it has parallel lodes, some of which were worked many years ago with great profit, justifies very sanguine anticipations. There is but one lode at present worked to any extent, but a great deal of work is being done upon the set, in a very satisfactory way, and opening up points which will soon be productive. Between the eastern and western parts of the mine, known as the George and Charlotte lode and the William and Mary lode (although only one lode, worked in two places), there is a fine piece of unexplored ground, in the middle of which a new shaft has just been commenced, and a great deal of ore is likely to be met with. "These are good mines," writes Capt. John Nancarrow, who has just made a special and minute inspection of the mine, "and will in all probability be great mines, for the operations on the lode worked are yet in their infancy, and the manner in which it improves in going down warrants the expectation of much greater things; and there are several parallel lodes in the set that may prove equally valuable, especially as the district is so exceedingly rich. The operations are not expensive, for the ground is moderate, and requires little timber; nearly all the machinery is propelled by water power; so that with 100 hands underground, and 50 at surface, the cost does not exceed 6000 per month." The present returns are 225 tons a month, and the profit about the same number of pounds sterling; but both, it is confidently believed, will be considerably increased. I strongly recommend the shares before they reach a price now if it has kept its price. Taking everything into consideration, as the real and undoubted value of the mine becomes more apparent. Five or six years ago the shares were valueless, but having, at that time, the judgment of Capt. John Nancarrow in support of my own, I urged it with confidence on my friends as a mine that would turn out a prize. It will do so to a certainty—they have, as I believe, the West Bassset lode; and my advice, therefore, is, to buy into it while the shares are to be had at a moderate figure. The GREAT SOUTH CHIVERTON is going on well; the new lode is improving in both size and richness, and is likely to be found valuable in depth. There are two or three other mines I should like to say something of, but the inexorable demand for space compels me to defer it.

From Mr. EDWARD COOKE.—The favourable change in the weather has produced the effect predicted a few weeks since. The markets for many kinds of securities have experienced a great reaction in prices. Mine shares have not yet been operated upon to such an extent as to produce a decided reaction, although the public have been selecting good dividend shares, and also some of the progressive class that are now selling at very low prices. The shares of Great Laxey, Clifton, Great Vaux, Frank Mills, East Caradon, Wheel Seton, among the dividend mines, have been in demand. Among the progressive mines enquired for are North Trekreber, South Conderburn, East Lovell, Iligan Consols, South Darren, West Caradon, East Grenville, Treasewan, Great North Laxey, East Gunnlslake, and North Robert. In the latter class there is not a more eligible and cheaper mine to buy into than Iligan Consols. There are several reasons to favour this supposition, and among them are the following:—The shareholders comprise some of the wealthiest and most respectable inhabitants of Cornwall, therefore no one investing in this concern need be at all apprehensive that they will ever be called upon to pay more than their fair proportion of the current cost. The dividends divided last year were 10 per cent. on the paid-up capital, and the same will be paid this year. The Tincroft, which mine it adjoins. The calls are very moderate, owing to the economical management of Capt. Tague (the manager also and principal shareholder in Tincroft, which is paying 10s. every quarter in dividends). A call of 1s. per share was made at the meeting of Iligan shareholders, on March 30, so that there will not be another call for near three months. According to the last reports there are some very interesting points to come off, either of which may be of such a character as to cause the shares to advance to as many pounds as they are now selling at shillings. Tincroft, a few years since, was unsaleable at 2 1/2 or 3s. per share, since which they have been 2 1/2 to 3s. and now they are selling at 10s. and 11s. per share. The shares of Tincroft, which mine it adjoins, are comparatively neglected, and selling very low. It is situated relative to the best mines that Cornwall has produced, Carn Brea, Dolcoath, Tincroft, &c., together with the most efficient management it is under—none at all conversant with mining matters would say the shares are not worth 2s. to 3s. per share, although they stand in the market at less than 10s. There is a large margin for a rise in their price, and whoever secures them at current rates can scarcely fail to do well by them. South Darren is steadily progressing into a profitable state, and, according to all that can be inferred from its present prospects, will be in the dividend list ere many months. The shares of South Darren are comparatively neglected, and selling very low. It is a young dividend property, paying from 12 1/2 to 15 per cent. per annum. It may be presumed that enough has been said about East Lovell—in fact, the shareholders, amidst such conflicting statements, have been puzzled. I hope, however, and fully believe, that the change of management, and the returns from the mine, will shortly prove that East Lovell is a valuable property. It will be remembered that I have, on several occasions expressed an opinion that a call should be made for the purpose of meeting the heavy outlay incurred in connection with the new shaft, flat-rods, &c., to the Turpin shaft. This has now been made, and the costs for the future will be comparatively low. In addition to the rich tin ground on the north and south lodes, the Turpin lode will be opened up, and this lode alone, if it has kept its price, will be worth the best authority on the subject, will in all probability pay the whole cost of the mine when properly developed. Therefore, there is much to encourage the shareholders for the future, and now that their affairs are in the hands of a respectable committee of management confidence will be restored, and they will not be subject to such ambiguous reports from their new manager as they have been in the habit of receiving. The reports from the Great North Laxey are highly satisfactory; the lode in the shaft is opening out much larger, and the lode in the winze has also improved. The lode in the shaft having improved, in size indicates well for the 70 fm. levels, which will be commenced soon, and when Chiverton, being the price now if it has kept its price. Taking everything into consideration, and there is every thing to induce the expectation of its becoming a very productive mine when a little more depth is attained. At the current price there are not many mines that will compare very favourably with North Chiverton. The tin market shows signs of improvement; in the event of an advance of the price of this metal there will be an increased demand for good tin mines. The latest authentic news from East Lovell is that the mine is looking well, and the sales of tin will be the best proof of its productiveness.

TREASAVAN.—At the meeting of the adventurers of this mine, held on the 17th inst., the only mine in Cornwall whose shares are charged with a heavy debt, this, the balance against the company is only 532 1/2s. 10d. So that, if the mine were stopped at once, instead of the shareholders being called upon for money to pay off liabilities, they would receive a dividend from the proceeds of sale of machinery. I merely make these observations to show the legitimate manner in which the Treasewan Mine is conducted. A call of 20s. was made, which will suffice to prosecute the mine for four months. In the meantime it is impossible to say what discoveries may be made; but it should be remembered that this mine is on the run of the rich lodes of Old Treasewan, and parallel with those of Treasewan, and, therefore, the whole of which mines have returned enormous profits to the shareholders. The manager of Treasewan is Capt. Pope, of the celebrated Wheel Bassset Mine. He entertains a very high opinion of the long piece of virgin ground parallel with Old Tretrehan and Brewer Mines. If Treasewan were divided into 1000 shares, I believe the price of the shares would not be considered at all high at 5s. As it is, there are only 501 shares. At the next meeting they will, probably, be subdivided; therefore, to secure the advantages that may accrue, the shares should be bought at once.—NORTH ROSKEAR is a mine that will have a great rise in price upon an advance taking place in the price of tin, which appears imminent now. The shares are selling at a less price than the value of the machinery upon the mine. There are only 700 shares, and the prospects to the mine are better than they have been for a long time. It is not improbable that there will be a considerable rise in its market value ere long.

From Mr. THOMAS SPARGO.—It is pleasant to observe that the long monotony of bad reports in connection with mining affairs is at last interrupted. There is always a substratum of truth in our proverbs. There is one which reminds me that "it is a long lane that has no turning," and the words of mining enterprise must have often thought of these homely words, or the idea which they quaintly express, during the dreary winter, and dark opening spring through which they have passed. There is a turn at last, and it conducts us into broader paths, and wider and pleasanter prospects. It would neither be prudent nor just to represent the Mining Market as in a flourishing condition. The treasures are indeed to be obtained by patient industry and manly enterprise, but there is not as yet with the general public the heart to seek them, for time has scarcely even yet been given for the general tone of thought and feeling to recover from the suspense and gloom which have during so many months hung over all. But the man who has made up his mind to invest in mining must not be deterred by the "dark storm." He must watch with sleepless eye all opportunities and seasons, and take honourable advantage of every occasion that opens up a scope for his enterprise. There is nothing in the prices of metals to warrant the wild speculation into which some rash when temporary encouragement is given, but there is sufficient in the general condition of the metal trade, and the productions of British mining, to warrant spirited enterprise and warm hope. This is the case more particularly with men who, while they regard great undertakings do not disregard small ones, which often proportionally pay the best. So far as large or small undertakings are concerned, the guiding principle of the investor should be, "Nec timeo, nec spero," not fearing the bolder, not despising the minor enterprise. The questions with the investor ought to be, the character of the mine, and the way in which it is intended to operate in making it practicable and paying. Besides the improvement in the mining market itself, collateral encouragement should quicken the impulse of investors. The money market is exceedingly favourable. Money is plentiful, a fair rate of interest prevails. In London, Paris, Amsterdam, Hamburg, and indeed, all the great monetary centres, gold waits to be employed. New gold fields open up in both hemispheres, and this is emphatically the golden age, however scarce some may find it at all times, and under all changes. Among the hopes which "brighten on our way," none has had more cheering power than the summer-like spring. April blooms, with the anticipations of May and the sun of June cast their glory upon us, just as coming events are said to throw their shadows before. The quickening radiance and breath of spring animate the spirits of men, and consequently the investor who "understands all about mining," and is desirous of entering upon some honest enterprise, will find more ready co-operation. The effect of wintry weather upon mining operations is not generally understood. In the hills of Wales the surface operations are locked up by frost during a severe winter, so that for months nothing can be performed in an important branch of mining labour. The glorious weather we have which "brighten on our way," none has had more cheering power than the summer-like spring. 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usual quantity of copper ore. The 10, east of Kempson's shaft, is looking well indeed for copper ore. I cannot say the 10, at cross-road shaft, presents so cheering an aspect as last week, but I anticipate a change for the better in course of the week, as soon as the end is advanced a few feet more.—The stopes on the great copper and other lodes: On the whole, each point of operation maintains its yield of ore, of a rather better percentage than heretofore.

CORNUBIA.—T. Parkyn, April 20: The 70, on great north lode, driving east, has greatly improved since last report; in fact, I never saw the lode looking so promising as at present. We are driving the end on the course of the lode, at 4 ft. per fathom, and the lode will yield 1/2 ton of tin to the fathom. From a careful inspection yesterday, and the appearance of the lode, I believe we are getting into another rich block of tin further east than has been seen in the mine before, as we have driven this end already 30 fathoms further east than any other level in the mine, and the lode daily improving in value warrants this opinion. We have one stopes west of the end, on this lode, which is looking well, and we are now going to open up another stopes. We have two stopes working in this level, on the old south lode; the east stopes is looking kindly, and turning out some good work for the stamps; I might remark that this stopes is only just commenced. The west stopes is opening up very well indeed, and the men are raising good quantities of tin. In the 60 we have one stopes in which we have six men working, and yielding its usual quantity of tin. We have good work in the eastern end, and to drive it still further east is a most important point, seeing that we have such a good lode in the 70, on the same lode, and so many fathoms further east; I intend to take advantage of this, and drive this end at once, which you will see will lay open large quantities of rich tin ground for the stopes. The prospects of the mine are improving, and I have good reasons to believe we shall have more tin this month than we had last, and I trust we shall still improve from present prospects, as the mine was never looking so well as at present. We have one stopes in the 20, which is paying well. All points without change.

CROWAN CONSOLS.—J. Vivian, W. Thomas, April 19: We have nothing new to report on this week; all the bargains are being pushed on rapidly. We have sampled about 20 tons of blende, and we expect to improve the lode, ever since we have driven it. **CWM ERFIN.**—April 18: The lode in the 20, going east of boundary, is 1 ft. wide, and unproductive. The lode in the various stopes over the back of the 20 will yield on an average from 12 to 15 cwt. of lead ore per fathom. The lode in the 10, going east of the boundary, is 1/2 yard wide, containing clay-slate, small branches of blende, and spots of lead ore, but not to value. The lode in the stopes over the back of this level, 30 fathoms east of the boundary, is 5 ft. wide, and worth 1 ton of lead ore per fathom. The lode in the rise over the back of the 10 ft. level, 60 fathoms east of the boundary, is 4 ft. wide, and worth 18 cwt. of lead ore per fathom. The deep adit level, going east of the boundary, continues to throw some good sloping ground at command; the lode in the present end is 3 ft. wide, and worth 2 tons of lead ore per fathom. The lode in the different stopes over the back of the deep adit level will turn out on an average 25 cwt. of lead ore per fathom. The lode in the shallow adit level, going east of the boundary, is 2 1/2 ft. wide, composed of clay-slate, carbonate of lime, blende, and lead ore, worth 1 1/2 ton of the latter per fathom. The winze sinking below the shallow adit level is now at the required depth for a middle level between the two adits, and those men have now commenced to drive east of the winze; the lode here is 1/2 yard wide, and worth 1 ton of lead ore per fathom. I am pleased to say that the prospects of the mine were never better than at present.

DALRY.—R. Nines, April 19: The Pipe vein is still improving, and there is a good prospect of it continuing to do so. The parcel of lead ore sampled to-day was 24 tons 9 cwt. 3 qrs.; blende computed 30 tons.

DEVON AND CORNWALL.—T. Wall, April 21: (Telegram) The lode in the 12 m. level east has improved since last report, now worth 4 tons per fm.

EAST CARADON.—J. Seccombe, April 17: William's shaft is in course of sinking below the 30, down 4 fms., the ground in which is hard. The 90 ft. level cross-cut south has been extended about 15 fms., and intersected a lode 5 ft. wide, worth 150 per fathom; as soon as we have opened a little on its course we shall continue the cross-cut south, to see if there is more lode in that direction. The counter lode, in the 80 east, is worth 150 per fm.; west at this level 120. In the 70 east the lode is poor. The new lode, in the 80 east, is producing saving work. The 60 west, on this lode, is yielding stones of ore.—South Lode: In the 80, east and west, the lode is poor. In the 50, north cross-cut, the ground is rather slow for progress. At Seccombe's shaft the ground has been a little stiffer than we expected; we calculate to reach the 50 perpendicular within the next month, when we shall cross-cut to the lode. At the 50, on the underlie or midway level, we have cut the lode, and extended west about 3 fathoms; where cut through the lode is from 2 to 3 ft. wide, composed chiefly of quartz and gossan, intermixed with blende; in these it is of the same character. Since the last meeting the 80 east, on counter, has opened up a lengthy and profitable piece of ground, better than we had in the lode. From the strong lode in the 90, together with the other points of interest in the sett as yet undeveloped, I consider our chances of discoveries for the future are very good.

EAST CARN BREA.—T. Glanville, J. Scholier, April 19: No. 3 Lode: The 70 is extended 27 fms. east of cross-cut; the lode produced from 1 to 10 tons of copper ore per fm. In the present end the lode will produce 4 tons of ore per fm. The 70 is extended west of cross-cut 14 fms.; the lode on an average has produced 1 ton of ore per fm. In the present end the lode will produce 2 tons of ore per fathom. In the 60 west the lode will produce 3 tons of ore per fm. In the 60, east of Thomas's shaft, the lode is 2 feet wide, composed of spar and copper ore, producing 1 ton of the latter per fathom. In the winze sinking below the 60, east of Thomas's shaft, the lode is producing 3 tons of ore per fm. In the 60, driving east, the lode is 2 ft. wide, composed of fluor-spar, intermixed with copper ore, but not to value. In the 40 east the lode is producing 3 tons of ore per fm. New Lode: In the 40 west the lode will produce 1 ton of ore per fathom. In the 50, driving west, the lode is 2 ft. wide, producing 1 ton of ore per fathom. For want of ventilation we are not able to drive the levels on Nos. 4, 5, and 6; lodes before communication is made with the rise above the 50 and Buckley's shaft; there are now about 8 fms. of ground between, which we hope to get through in about six weeks. At the old engine-shaft we are driving the 80 cross-cut north, and expecting to cut the lode in driving a few feet. In consequence of the heavy rain, and the men's clothes destroyed, very little ore was broken for a week; therefore our next sampling will not be so large as usual, but we hope to make up the deficiency in the sampling after. We estimate our next sampling to be about 300 tons of copper ore.

EAST GUNNISLAKE AND SOUTH BEDFORD.—W. G. Gard, J. Phillips, April 20: The lode in the deep adit is from 10 to 12 ft. wide; the ore bearing part is 5 ft. wide, and will yield 8 tons of copper ore, worth full 800 per fm.

EAST GUNNISLAKE AND SOUTH BEDFORD.—(Special Report.)—John Rodda, April 19: Having been underground this morning, I beg to hand you a few lines relative to my opinion upon the prospects of the mine. The adit is driven east of Gard's shaft about 50 fathoms, and about 10 fathoms back from the present adit, good stones of ore and blende were found in the lode, which lasted home to a beautiful cross-course, containing quartz and prlan; the present end is 7 fms. to the east of this cross-course, and the lode has wonderfully improved, now being taken down inside of the level; it is about 12 feet wide, 5 feet of which is a splendid course of ore, worth 1000 per fathom, with every appearance of a continuance; and looking at the strong mastery appearance of the lode altogether, containing, as it does, fluor-spar, quartz, blende, and peach, the usual matrix accompanying courses of ore, I do not see the least possible reason to doubt but that this mine will open out a very profitable and permanent one. The advantages for the cheap working of the mine are unusually great, having water-power for pumping, drawing, and crushing; and as sufficient machinery for these purposes is already erected, the mine will now be opened out very economically.

EAST JANE.—T. Hodge, April 20: The ground in the engine-shaft, sinking below the 36, is harder, in consequence of which our progress in sinking is slow. In the 36 south end we shall commence to take down the lode to-night. In the 36 north end the lode is 4 ft. wide, yielding good stones of lead. The winze sinking below the 26, south level, is communicated with the 36, which has well ventilated this part of mine, and opened a good piece of tribute ground. The cross-cut driving east towards the old western lode from the 36, south level, is progressing favourably; the features or heads are highly charged with lead, which consider a favourable indication for the lode being found productive when met with. The lode in the 26 north end has a promising appearance, with occasional stones of lead. The lode in the adit north is yielding good stones of lead, and promising to improve.

EAST ROSEWARNE.—J. James, April 20: The 85, east and west of Hallett's shaft, is much as last reported. In the 75, east of Hallett's, the lode is small, producing a little ore, but not of much value. In the 75, east of King's shaft, the lode is 9 in. wide, worth about 50 per fathom, but is leaving a better lode both in the back and bottom. In the 75, west of King's, the lode is 1 ft. wide, worth 100 per fm. In the 65, west of King's, the lode is 1 ft. wide, with more spar than usual, and worth at present about 100 per fm. The two stopes in the back of the 65, east of King's, are worth respectively 100 and 70 per fm. The two stopes in the back of the 65, west of King's, are each worth 160 per fathom. We calculate to sample on Tuesday next about 180 tons of our usual quality ore.

EAST ST. JUST UNITED.—J. Cartwright, F. Casley, April 18: We are making very good progress with our work here. We have four men and two boys cutting down Agnew's shaft, which we expect to complete to the deep adit by the end of the month. In the Cranjack engine-shaft we have fixed the skip-rod to the adit level, and intend to clear up below the adit at once; we have now forcing a bob at this shaft, and rods from thence to the water-wheel, which will pump the water and draw the stuff here. We have three men cutting down North Bosome engine-shaft, nine men raising stone and clay, five masons building engine-house, three carpenters, two men and boys sawing timber, and two blacksmiths.

EAST TREKERRY.—J. Nancarrow, April 18: We have in the past week driven 6 ft. west on what we cut in the cross-cut, which has much improved in appearance, contains more blende, and is letting out more water, but the underlie is so little that we cannot say whether it is the lode we were driving or not; still this little underlie is favourable to the underlie of the lode. The lode in the 30 east, composed of blende, peach, and a little tin. The stopes in the back is worth 70 per fm. The lode is not taken down in the pitch below the 12 east.

EAST WHEAL ELLEN.—R. Pryor, J. Garland, T. Corfield, April 13: We have set the following bargains to-day:—The deep adit level to drive east of cross-cut, on Bargwanna's lode, by four men, at 35, 15s. per fathom; the lode is 3 feet wide, composed of blende, peach, spar, and spots of copper ore. The deep adit level to drive east, on the old lode, by two men, at 35, 10s. per fathom; the lode is large, and of a promising character. We propose driving this end 4 or 5 fathoms further, and then cut through it, at which point the south end of the lode will be very near the elvan course, which we regard as an important feature.

EAST WHEAL GRENVILLE.—G. R. Odgers, W. Bennett, April 19: There is no change in the shaft, sinking below the 75, since our last advice. The lode in the 75 east is 15 in. wide, of quartz and stones of black ore, with a little tin. The ground in the 75 cross-cut north is very favourable for driving, and letting out a quantity of water. The lode in the 75 west is 4 ft. wide, and yielding good ore and tin, worth 150 per fm.—a strong and very kindly lode. The lode in the 65 west is 18 in. wide, yielding ore and tin, worth 80 per fm. The lode in the stopes below the 65 is worth 4 tons of ore, with good work for tin. Two stopes above this level are worth 100 and 80 per fm. The lode in the winze sinking below the 55 west is 15 in. wide, and producing good work for tin, worth 80 per fathom.

EAST WHEAL LOVELL.—R. Quentrell, April 19: I have been underground to-day. The shaftmen are still engaged taking down the tin ground west of the new shaft below the 40; the lode is full 6 ft. wide, and quite maintains its former value—1500 per fm. At the Turpike shaft the men are sinking without a lift. There will be a parcel of tin ready for sale on Monday next.

EAST WHEAL NEST.—J. Goldworthy, April 18: Homersham's Shaft: The 140 is driven east about 2 fms., the shaftmen are commencing taking down skip-lodes below the bottom of the 130, and bring down skip-rod, &c., from the 130 to the 140. The ground in the winze sinking below the 130 is favourable—good progress has been made. In the 130, driving east of Soper's cross-cut, the lode is 3 1/2 ft. wide, composed of capel, quartz, prlan, blende, and copper ore, producing saving work. In the 130 fm. level, driving east and west of Soper's cross-cut, on the north part of the lode, the part that has been carried is 4 ft. wide, composed of capel, quartz, prlan, blende, and copper ore, producing saving work. In the 17, driving west of North's cross-cut, the lode is 4 ft. wide, composed of capel, quartz, iron, and copper ore, worth 60 per fm. In the 45, driving east, the lode is 3 ft. wide, composed of capel, blende, quartz, blende, and stones of yellow copper ore. In the cross-cut, driving north in the 85, west of Hitchen's engine-shaft, the ground is favourable, and good progress has been made. The branches contain copper ore.

—J. Richards, April 20: Homersham's Shaft: The 140 has been driven east 2 fms., and the men are now engaged bringing down the skip-rod from the 130 to the 140. In the winze sinking below the 130 the ground, although not so easy, is still favourable for exploration. In the 130 east, and east of Soper's cross-cut, the lode is from 3 to 4 ft. wide, and yields saving work of copper ore. In the 130, both east and west of Soper's cross-cut, on the north part of the lode, 4 feet only is being carried; it is composed of

capel, prlan, blende, quartz, and black oxide of copper—saving work, and is very promising. In the 77 east, west of North's cross-cut, on the north part of the lode, the lode is worth 60 per fm. In the 45 east the lode is 3 ft. wide, composed of quartz, blende, blende, peach, and good stones of yellow copper ore. In William's cross-cut, north, at 55, west of Hitchen's shaft, the ground continues favourable, and small branches are being met with containing copper ore.

EAST WHEAL VOR.—J. Pollard, April 19: We have been a little delayed in sinking this week. By close examination near the 40, in a set of linings, we discovered the main rod to be in a delapidated state. To prevent an accident occurring, and having a rod in hand, we thought it advisable to change it on Friday. The sinking was, however, resumed on Monday with the utmost vigour. No material alteration in the lode since our last.—Smith's: In the 60 east the leading part of the lode is 2 ft. wide, composed of prlan, blende, blende, peach, quartz, containing occasionally a little tin, and water issuing freely—a kindly lode.

FOVEY CONSOLS.—F. Puckey, C. Merrett, G. Job, April 17: Trathan's Lode: In the 250, east of Bottrall's shaft, the lode is 1 ft. wide, composed of quartz, peach, blende, and a little copper ore, but not sufficient to value. In the 260 east the lode is 2 1/2 ft. wide, worth 80 per fm. In the 270 east the lode is 3 ft. wide, worth 80 per fm. In the 280 east the lode is 1 1/2 ft. wide, worth 50 per fm. In the 240 cross-cut, driving north from this lode, on the cross-course, the ground is favourable for progress.—Bottrall's Lode: In the stopes in bottom of the 280, east of same shaft, the lode is 3 ft. wide, worth 250 per fm. In the 60 east, south of Bottrall's shaft, the lode is still small and unproductive.—Hewitt's Lode: In the 190, west of Union shaft, the lode is nearly 2 ft. wide, worth 80 per fm., and promising a further improvement. In the 200 west the lode is 2 1/2 ft. wide, worth 160 per fm. In the 250 west the lode is small and unproductive. In the 230, west of Bottrall's shaft, the lode is 1 1/2 ft. wide, worth 100 per fm. In driving the 20 south, east of Foder's shaft, we have intersected Cook's lode, which is 1 1/2 ft. wide, and of a very promising character, composed of quartz, prlan, and copper ore, worth for the latter 80 per fm.; this lode is standing in whole ground to the east of the cross-course.

FRANK MILLS.—J. P. Nicholls, John Cornish, Richard Andrew, April 19: In the 115 north, on the west lode, we have not much change to notice; the end is still yielding 1/2 ton of good quality lead ore per fathom, and presenting the elements for an early improvement. No alteration has taken place in the north end, on the east lode, in this level. We have extended the cross-cut east from the 100 north, on the west lode, about 7 ft. without, however, intersecting any more lode; the men, therefore, have resumed driving north. The north stopes, in the back of this level, is yielding 12 cwt. and the stopes adjoining 1/2 ton per fm. The northernmost wide stopes in back of the 45 is yielding 2 tons, and the wide stopes in back of the same level, to the south, 2 1/2 tons of lead ore per fm. All other operations are much the same as reported last week. We purpose sampling to-morrow (Thursday) 75 tons of No. 1 and 85 tons of No. 2, making a total of 320 tons of lead ore for the current three months.

FURZE HILL WOOD.—William Doidge, April 19: In No. 1 north lode, in the 40 east, the lode is 2 feet wide, composed of capel and spar, and producing a little tin—promising to improve. The stopes in the back of this level are yielding work of the same quality as for some time past. The 40 cross-cut north has been extended 3 fathoms since the meeting; and no lode-bearing vein being intersected, we have stopped driving. As there is a very large stream of water flowing from the elvan in this cross-cut (from which we think the engine can be released by putting in a dam), we are making preparations for so doing, and as soon as it is completed we shall resume sinking the shaft with all possible speed.

GAWTON COOPER.—Geo. Rowe, April 15: The ground in the 50 cross-cut, north from new engine-shaft, still continues of a good description, and highly mineralised as we approach the lode. Our progress in driving is satisfactory, and we hope to accomplish the present contract of 30 fms. in the coming week. There is no change in the character of the lode in the 36 west since last reported on, it being still worth 3 tons of ore per fathom.

GOGINAN.—April 18: The lode at the 100, going east of Gilbertson's shaft, is from 3 to 4 feet wide, very hard, with large flours and a great deal of spar, containing good stones of lead ore; not so good as last reported. Nothing of importance as yet has been met with in the cross-cut south at the 80. The lode at the 70, west of Bryn Pica shaft, is 13 feet wide, and will yield 11 cwt. of lead ore per fathom. No change to notice in the cross-cut south at the 60, or deep adit level. The three pitches in the part of the mine still yielding on an average 10 cwt. of lead ore per fm. At Level Newydd the cross-cut is down 13 fms., 3 feet below the 60, and we have commenced cutting pit, &c., in order to enable us to drive on the level north as quick as possible. The lode in the stopes over the 60, 10 fathoms west of shaft, is 4 feet wide, yielding 15 cwt. of lead ore per fathom. We are pushing on with the dressing here at Goginan as fast as possible, and hope to get some ore for sampling again soon.

GOLCH HILL.—April 20: The lode in the 60, north of Pulley shaft, is about 6 in. wide, composed of clay, spar, sand, and spots of lead, but not worth saving. The lode has not been so healthy for some time past. Harvey's shaft, sinking below the 54, is in more congenial ground than at my last; the lode has increased in width, and looking as promising as usual.

GREAT BRIGAN.—J. Treddinick, April 19: In the western whim-shaft, sinking below the 42, on the south part, the lode produces good stones of ore. The lode in the end driving west of the above shaft, in the 42, is disturbed by a hard floor of spar. I hope we shall soon get through it, and the lode resume its former productiveness. In the winze sinking below the 42, west of said shaft, the lode is worth 80 per fathom for copper ore. In the end driving west of the new shaft, in the 10, the lode looks kindly, and produces a little ore. The lode in No. 1 winze, sinking below the deep adit, east of cross-cut, is worth 70 per fm. In No. 2 winze, sinking below the adit level, further east, the lode is worth 70 per fm. for copper ore 70 per fm., and which I hope will sink a winze 11 fms. east of No. 2. The lode produces good stones of ore. We have cut the elvan course in the 20 cross-cut, east of Highburner shaft. It underlies north about 3 ft. in 6.

GREAT EAST LOVELL.—J. Burgan, April 20: The engineers are making good progress in the erection of the 50-in. cylinder-engine. The other buildings and operations are going on favourably.

GREAT LAXEY.—R. Rowe, April 15: I consider, after a careful examination of the mines underground throughout, that our prospects were never better than at the present. The main engine-shaft, sinking below the 210, and now down 4 fathoms, and the lode 6 feet wide, rich in blende, worth at least 10 tons per fathom. In the 210 east, driving north of the Welsh shaft, the part of the lode on which we are driving has begun to show signs of improvement, being now large, and containing a little lead, blende, and copper. The 200 end is without change. The lode in the 190 has greatly improved; in the end it is 4 1/2 feet wide, rich in blende and lead, worth 800 per fm.; this being in whole ground is of great importance. In the 180 and the lode is 6 ft. wide, and nearly solid throughout in blende. The 165 continues without any important change. On the west lode in the 110, driving north, we have had, since the last general meeting, a considerable but only very temporary falling off; it having again increased in size and value, and the men are clearing their stuff at the level. Further success adds greatly to the already long run of continuous rich lead ground before discovered in this district of the mines; and as the 110 is about leaving what may be termed Dumbell's ground, and entering hitherto unexplored ground towards Agnew, every additional foot of productive lode that we may continue to discover will be of additional and almost inestimable value in the future of the mines. The stopes in the roof behind the 110 and are still about the same, worth from 1000 to 2000 per fathom. At Dumbell's the sump is now 11 fathoms below the 70, and the lode is 6 feet wide, composed almost of lead and blende, worth 1500 per fm. This deposit of ground will now, no doubt, hold through to the 110. The 70, driving north, is nearly good as of late, now worth 300 per fathom. Other places here without change. Agnew shaft is going down well, and is now 30 fathoms below the adit level. In the south ground I do not notice much alteration since our last report. The 190 end has, however, the promise of having come up to something like productive ground. The principal part of the lode has been discovered by cutting into the western side, where we have good stones of copper, though not enough to value. The level will now proceed upon this part of the lode, and as the whole of the copper ground is immediately ahead will, I expect, from the present point onwards, continue to improve. As soon as we have effected the communication between the 155 and 160, the lode will be nearly good as of late, now worth 300 per fathom. The lode in the 155, in about a month, we shall at once resume the driving of the 165 south. In the 155 the lode in the stopes, both in the roof and sole of the level, is large and rich for copper and lead, worth in places from 600 to 800 per fathom. We hope yet to establish this valuable run of ore ground down into the 165 and 190. The 60, driving south, is still in a moderately productive lode for lead and blende, and the stopes in the roof continue to yield largely, worth in some places where the lode is larger than usual from 1800 to 2000 per fathom.

GREAT NORTH DOWNS.—J. W. Crase, M. Jenkin, April 19: The ground and the lode at Vivian's engine-shaft, sinking below the 40, since our last report, last week, every possible effort is being made to facilitate sinking the same. The lode in the 67, driving west of engine-shaft, produces good stones of copper ore; the part being carried in the end is 4 ft. wide, consisting of capel and quartz. Pendarve's lode, in the 67 fm. level, driving east of cross-cut, is 2 ft. wide, promising in appearance, and impregnated with copper ore. The lode in the 57, driving east of Jenkins's shaft, is 2 ft. wide, worth 60 per fm. The lode in the 60, driving west of Sleggan's shaft, is worth 60 per fathom. The lode in the stopes in back of the 70, east of latter shaft, is worth 80 per fm.; stopping at 2 ft. At King's shaft we think the water will be sufficiently low to resume driving the lode in a day or two. At Sleggan's shaft it is down to the back of the 70 fm. level, and going down at present very satisfactorily.

GREAT NORTH LAXEY.—R. Rowe, April 18: The lode at the shaft sinking below the 60 continues to increase in size, and is now 2 ft. wide, but not yet so good for lead as expected, the lode at present being composed of soft rock principally, and lumps of lead in and out. The 60 end is improving; the lode is now 3 ft. wide, composed of a promising quartz, and small ribs of lead and lead. The lode in the winze sinking below the 50 is about 2 ft. wide, worth from 15 cwt. to 1 ton of lead to the fathom. We have commenced a new adit level higher up the hill, and 4 fms. south of the old engine-shaft, the desiderata of this as likely to prove a speedier means for new discoveries, which I am of opinion I shall shortly lay before you by my letter and plan.

GREAT SOUTH CHIVERTON.—J. Nancarrow, J. George, April 15: We have now opened 16 fms. on the new lode; it is very regular, and in the west end is from 2 to 3 feet wide, presenting a very fine appearance for the production of lead, and contains more blende than we have ever seen here before. It drains all the water down to the bottom of the end, and is still draining for a very considerable length. In the cross-cut south we have gone through a blende branch containing blende, which may be the back of a lode; the end is now nearly under the back of one of the south lodes, and expect to reach it in driving 5 fms. further; the ground is most congenial for lead.

GREAT SOUTH LAXEY.—J. Daw, April 19: In the 154, east of Lyle's shaft, the lode is 3 ft. wide, producing 3 tons of copper ore per fathom. In the 140 east the lode is 1 ft. wide, composed of spar, peach, and blende. In the winze sinking below the 140, and west of the new shaft, the lode is 1 ft. wide, producing good stones of ore.

GREAT WHEAL BADDEN.—R. Pryor, H. Treason, April 15: Setting Report: The 75 cross-cut to drive north of Hill Brothers engine-shaft, by six men, at 130 per fathom, for 1 fm. extent, as the ground is harder than usual in consequence of the end being principally composed of spar, but, judging from present indications, we think we shall shortly have a change for the better. The 63 cross-cut to drive south of the shaft, by four men, at 110, we have still in the end a small branch, which contains splendid cubes of lead, and judging from the appearance of the end we think we are near the elvan course. The 12 to drive west of the cross-cut, by two men and two boys, at 30, 10s. per fathom, in a lode 3 ft. wide, worth 50 per fm. We have also set three tribute pitches to 10 men, at tributes varying from 10s. 6d. to 13s. in 17. We shall sample at the end of the coming week about 2 1/2 tons of tin, and are getting on favourably in draining the water.

GREAT WHEAL BUSY.—J. Edwards, J. Treddinick, C. Bawden, April 15: In consequence of a breakage in the pitwork on Monday, we have not been able to see anything more of the lode in the 140 cross-cut at Harvey's engine-shaft since the last report, but hope to see more of the lode at this point in the coming week. Our progress has been slow in the 140, in consequence of the water having been in. In No. 3 cross-cut in the 140, west of Harvey's engine-shaft, we purpose breaking 6 feet of the lode for the whole width, 90 feet, in order to ascertain its real value. The ground in No. 3 cross-cut in the 140, west of Fiedling's shaft, is still favourable for driving. The lode in the 140, driving east from Offord's shaft, is 4 feet wide, worth for copper and tin 160 per fm. The lode in the stopes in back of the 140, east of Harvey's shaft, is worth for tin and copper, 220 per fm. The stopes in back of the 140, west from Offord's shaft, is

worth 150 per fm. for tin and copper ore. The stopes in bottom of the 130, east from Offord's shaft, the lode is 4 1/2 feet wide, worth for copper and tin 250 per fm. In the 130, driving east from said shaft, is unproductive. The ground in the 110 cross-cut, south of Harvey's shaft, is hard. The lode in the 110, driving east from Mathew's shaft, is still discoloured by the shaft. In the 100, driving east from Mathew's shaft, the lode is 3 1/2 feet wide, worth 200 per fathom for tin. The lode in the rise in back of the 90, driving east from Mathew's shaft, is 4 feet wide, worth for tin 140 per fm. The lode in the 80, driving east from the said shaft, is 6 feet wide, worth 120 per fm. for tin; we have commenced to rise from the said level against Walker's shaft. In the 60, driving east from Mathew's shaft, the lode is worth 80 per fathom for tin. The lode in Walker's shaft, sinking below the 70, is worth for the part carried, 100 feet by 6 ft. 120 per fm. for tin and copper; the stopes in back of this level is suspended in consequence of the lode in the 50, driving east from Mathew's shaft, the lode is 3 feet wide, producing a little tin, but not to value. The lode in Walker's shaft, driving below the 60, is unproductive. The ground in the 36 cross-cut, driving south from Walker's shaft, is favourable, and letting out more water. We have commenced to build the main house, between Mathew's and Walker's shafts; no time shall be lost in getting it in readiness to receive the engine.

GREAT WHEAL METAL.—W. Chappell, April 20: The lode in No. 1 shaft is much the same as of late, and former value, with strong indications of further improvement in the north-western shaft the water at present is too much to be kept by manual labour, but in the course of a few weeks we hope to be able to resume the sinking; the lode in the bottom of this shaft is producing rich stones of tin, although only about 7 fms. below the surface. The north-eastern shaft, on the same lode, is down 4 fms. below the level where the lode is composed of prlan, quartz, producing tin throughout, and looks very promising to make a rich lode for tin.

GREAT WHEAL VOR.—T. Julian, F. Francis, S. Harris, April 19: We are progressing favourably with the sinking of Metal shaft. The 164, east of this shaft, is worth 350 per fm.; the rise in the back of the 164 west is worth 500 per fm. In the 174, west of Metal, driving towards Ivey's shaft, is worth 800 per fm.; the 174 is worth 250 per fm.; in the 164, west of Metal, the lode is small and poor. The winze sinking below the 164, east of Metal, is worth 300 per fm.; the winze sinking below the 174, west of Metal, is worth 350 per fm. The stopes in this part of the mine are completed, and the shaft resumed sinking; the lode in bottom of the new lift at Ivey's shaft, is worth 160 per fm. In the 162, west of Ivey's, is worth 600 per fm.; in the 162 east of Ivey's, is worth 600 per fm. In the 157, west from Ivey's, the lode is worth 200 per fm. The 157 and the 158, west from Ivey's, the south part of the lode in this end is not taken down, we are therefore not able to value the full width of the lode. The rise in the back of the 157 west is worth 180 per fm. The 157, east of Ivey's, is worth 200 per fm. In the 157, west towards Edwards's, the lode is large, letting out much water, and of a promising appearance. All the stopes in this part of the mine are continuing to be worked. We have nearly completed the loading for the new steam capstan; as soon as we finish, the masons will commence on their work for both at Edwards's shaft, and as preparing the other necessary work for fixing the rods to Old Metal engine, and then as soon as possible resume the sinking of Edwards's. The whole of the machinery on the mine is in good condition and working well. Our sale of tin for March will be about 70 tons.

T. Julian, F. Francis, S. Harris, April 20: We are glad to say the 176, west of Metal, is still improving. A very little water is in the end.

GWYDYR PARK CONSOLS.—W. Smyth, April 19: No change in Gwydyr Liffon adit end since last week; the ground is still hard, and the lode small. The lode in the shaft, which, in my opinion, is a good indication of an open lode. No lode has been down in Gwydyr stopes or middle level for the month. We shall take it down next week. I have only four men in Gwydyr Liffon end, and four in the shaft; yet, as I cannot possibly get any more for the present, I sent to Ireland a fortnight ago for men, and gave them all the encouragement I could. I had a reply this morning to say that good men are scarce there also. You hardly ever see a stranger miner here looking for work; in fact, I cannot do any more than I am doing.

HALLENBEAGLE.—Edward Richards, Richard M. Kittle, April 15: At Fingert engine-shaft, sinking below the 44, the ground is the same as last reported. In the sump-winze sinking below the 44, on north lode, the lode is 2 1/2 ft. wide, worth 160 per fm. In No. 2 winze, sinking below the 44, on north lode, the lode is 2 1/2 ft. wide, worth 160 per fm. In No. 3 winze, sinking below the 44, on north lode, the lode is 2 1/2 ft. wide, worth 250 per fm. The lode in the stopes east of No. 3 winze, in the 44, to make barrow-rod, is 1 ft. wide, worth 60 per fm. The water is draining fast throughout the mine.

HARWOOD.—J. Hane, April 17: At Sear Head No. 1 stopes is looking well, worth 1 1/2 ton of ore per fathom. Stopes No. 2 is worth 1 ton of ore per fm. We have had a little improvement at Trough Low level; it is worth 1/2 ton of ore per fathom, and having ore in both roof and sole.

HAWKMOOR.—J. Richards April 18: The stopes in the 25, east of engine-shaft, worth 1 1/2 ton of copper ore per fm.—West Hawkmoor: The No. 4 lode is 1 ft. wide, composed of quartz, capel, and some good work for tin ore. The ground in the rise is very easy, and good progress is being made.

KELLY BRAY.—G. Rowe, April 19: The tin shaft is complete to the 25, and nearly all the timberwork there to belonging, including drivings, casing, floor-ways, &c., necessary timbering at surface in order to attach the steam-winch to draw the winze to bottom, which is working well. We have re-set the shaft to sink by winze below the 25, at 80 per fm., and cut pit, as per bargain of 60 per fathom. There is no particular change in the appearances of the lode in either of the eastern drivings during the past week.

LADY BERTHA.—Capt. Harpur and Metherell, April 18: We are pushing on the sinking of the new eastern shaft below the bottom of the 41 east as fast as we possibly can—the water is slightly on the increase. The lode in this place is about 3 feet wide, composed of quartz, peach, blende, and a little tin. The lode in the stopes in bottom of the 41 east is 2 ft. wide, composed of peach, blende, quartz, and ore, worth of the latter 120 per fm. In the cross-cut driving south, to the east of the great cross-course, in the 30, the ground continues favourable for exploring, consisting of peach, blende, quartz, and spots of ore, and letting out a little water. We have no change to notice in any other

WHEAL NORRIS.—J. Andrews, April 15: The ground in Carter's shaft is a little easier for sinking. In the 45 end, east of Carter's, we are driving by the side of No. 4 lode, and no lode has been taken down for the week. We are driving the 45 end, east of Carter's, on the north part of No. 5 lode, where it is 19 in. wide, composed principally of quartz and capel; the south part of the lode is hard and sparse for driving, consequently we purpose to drive on the north part for dispatch, and cross-cut to the south part when we think proper. In the 45 cross-cut south the ground is more sparse for driving. I have set the reefed pitch in back of the 45 to slope on twatwork at 21. 10s. per fm. in the lode in this slope is 2 1/2 ft. wide, worth 21. 10s. per fm. for tin.

WHEAL PAR.—J. Fragar, April 20: Tin Mine. In conformity with the resolution of the special meeting of shareholders, held in Truro, on Thursday, the 13th inst., to reserve the tin for better prices, the setting on Saturday last only included sinking of the shaft, and driving the bottom levels. The ground in the bottom of the shaft is very much improved, and is still improving; present cost of sinking 20s. per fm. (which is expected to be very soon reduced still further) against 40s. per fm. at starting from the 20. Iron Mine: The iron ore has been set to slope by ten men, which number can very quickly be increased to good advantage, there being a large amount of tin in the ore. The iron ore has been set to slope by ten men, which number can very quickly be increased to good advantage, there being a large amount of tin in the ore. The iron ore has been set to slope by ten men, which number can very quickly be increased to good advantage, there being a large amount of tin in the ore.

WHEAL SITHNEY AND GARNNEAL.—Wm. Chappell, W. H. Martin, April 20: No alteration worthy of notice in either of the bargains since our last report. The ground in the bottom of the shaft has been still very favourable for the production of tin, and the deeper level. We are making good progress in sinking the flat-roofed shaft below the 110. **WHEAL SPARNON.**—E. Chagwin, April 15: In the dump the sumpmen are making good progress in cutting ground for bearings, cisterns, &c., and for fixing lift in the 40. In the 20 west end, on the north lode, the lode is 1 1/4 ft. wide, yielding spots of copper ore. The 20 rise is yielding good stones of copper ore, but not sufficient to value. The 20 rise produces good stones of black and yellow copper ore. In the 20 east, on new lode, the lode is 1 ft. wide, yielding 1 ton of copper ore per fathom. In the 20 west, on new lode, the lode is 1 ft. wide, producing good stones of copper ore.

WHEAL UNY.—Samuel Coade, Matthew Rogers, April 15: We have been drawing at the 120 engine-shaft, and commenced driving east and west, by six men in each end; the lode is worth 10s. per fathom for tin. The 110, east of engine-shaft, is driving by four men, at 12s. per fathom, worth 10s. per fathom. The lode in the winze over the 110, is worth 12s. per fathom. The lode in the incline-shaft, sinking below the 110, is worth 12s. per fathom for length of shaft (4 feet). The 110, west of incline-shaft, is worth 9s. per fathom, driving by four men, at 9s. per fathom.

EAST WHEAL LOVELL.

The newly appointed committee of management visited the mine on Monday, accompanied by Mr. H. Rogers, the purser, and the data collected, comprised in the subjoined statement, cannot fail to be most reassuring to the bona fide shareholders, both as to the position and prospects of the property, and at the same time completely negatives the adverse opinions which have been so freely circulated:—

East Wheel Lovell, April 17.—We, the undersigned, the committee appointed at the meeting of adventurers, held the 7th inst., for the purpose of taking into consideration the conflicting reports which had been circulated respecting this mine, having this day met and taken the matter into our consideration, we deemed it necessary to visit the mine, and the stamps below there, and we beg to report as follows:—We saw several skip-wagons of tinstuff drawn up from below the 40 in the new shaft on the north lode, which contained numerous large rocks of tin of a rich quality; and Capt. Quantrell and others informed us that the stuff at surface this morning would yield at least 1 ton of tin. On enquiry we also found that the lode in the western end of the shaft maintains its former rich character, and worth not less than 150s. per fathom for the length of the shaft; such statement was confirmed by Mr. Kirby, a practical miner, and one of our committee, who had just come up from underground, and whose report we attach. We also append statements made to us, and taken in writing, of Nicholas Peters and Richard Penultima. On visiting the stamps, we were pleased to find, notwithstanding the report that the tin had been cut clean out, that since the meeting on the 7th inst. 2 tons of tin have been dressed, and 1 ton is in course of dressing, the produce of the shaft alone. From our visiting the mine, examination of the shaftmen, and other sources of information, we must be completely of opinion that certain reports have been recently circulated for the purpose of serving individual interests, to the prejudice of the general body of the adventurers. We also state, that having the greatest confidence in the skill and integrity of Capt. Quantrell we have appointed him manager of the mine, at a salary to be settled on at the next general meeting of the adventurers.—Wm. HARVEY, W. H. LANTON, ALFRED BROAD, T. H. EDWARDS, DENNIS REED, JOHN DALE, JOSHUA KIRBY.

East Lovell, April 17.—I have inspected this mine several times for myself and others before, and I can positively say that I never saw the mine looking better than it is at the present time. The lode at the shaft, below the 40, fully maintains its former rich character, and I believe it to be quite as valuable as Captain Quantrell has reported on before. I think 12 s. in length, worth 150s. per fathom. The 25 is driving east by two men, at 7s. per fathom. The lode is at present poor, having passed through the run of tin ground discovered at Burgan's shaft. The lode in the present end is 1 ft. wide, and by driving a few fathoms further there are great prospects of discovering another shoot of tin, the old workers having wrought on the back of the lode 50 fms. further east than the present end.—South Lode: The shaft is sunk about 14 fms. below the 20; here the tin ground inclined west, but not as fast as on the north lode. The first 10 fms. the shaft continued in the tin ground; below this the tin ground is found to be west of the shaft, as it is proved by an end being driven 15 ft. The bottom of the shaft is at present poor, the tin having dipped west. There are about 4 fms. more to sink to communicate with the cross-cut in the 40; when the shaft is completed it will lay open a good and profitable piece of tin ground. In conclusion, I beg to advise shareholders to hold on to their shares. In a few days a parcel of tin will be sold from the new shaft alone, which will answer all conflicting reports recently written.—JOSHUA KIRBY.

East Wheel Lovell, April 17.—I, Nicholas Peters, of Cornwall, miner, say as follows:—I have been working at East Lovell Mine, in Wendron, for about nine years, and for about the last three years have superintended operations under the directions of Capt. Burgan. The report of Capt. Quantrell and Rowe, of the 7th inst., has been read to me, and I can conscientiously confirm the same, as near as possible. The north lode has a strong westerly dip. From the 26 to the 40 the shaft was sunk diagonally on the run of tin ground, and from this ground great profits were made. Below the 40 the new shaft has been sunk perpendicularly, at also from the surface. Capt. Burgan intended to have sunk the 10 fathoms in this direction, but if this had been done it must of necessity, from the dip of the tin ground, have been sunk in dead ground. The western side of the shaft is very rich; I never saw it richer or stronger than at this moment, and I believe if the shaft were sunk on the run of the tin ground it would be worth quite 150s. per fathom for 12 feet. The tin which has been sent to the stamps of late quite confirms this value. With respect to the solar referred to in Capt. Burgan's letter of the 12th inst., and in Capt. Daw's recent report, I can only say this was necessary for the protection of the pitwork, and to enable the men to work to advantage the western ground, as the eastern end is deeper, and in water. This has been done by Capt. Burgan's direction, and the sample taken by Capt. Daw, on Wednesday last, was taken from the dip part of the lode, which is not the richest part, but the samples taken by Capt. Quantrell and Rowe were a fair value of the entire lode. The tin ground, in my opinion, is lengthening below the 40, and the reserves have been increased. I and Captain Burgan have frequently spoken of them as very valuable. The Turnpike shaft is now being sunk dry without the aid of flat-rods. The lode, when we worked on it at the adjoining shaft eastward, and about 8 fathoms below the surface, was worth 20s. per fm. On the south lode the reserves are good. We are now sinking perpendicularly to meet the cross-cut. In the 25 fathom level we were obliged to drive west 15 ft., in consequence of the dip of the tin ground in that direction. But very little tin has been raised or sent from the mine of late, except from the shaft below the 40 fathom level.

East Wheel Lovell, April 17.—I, Richard Penultima, of Wendron, tin-dresser, say:—I have been a tin-dresser for about thirty years, and in the employ of the adventurers in this mine for about seven years. During the winter months we have been returning the leavings principally; and on March 17, Mr. Rogers with Capt. Quantrell visited the stamps. I carefully estimated the tin dressed, and in the course of dressing, and it did not exceed 5 tons. On April 6, about 11 1/2 tons of tin were sold; of this nearly 7 tons were produced from the shaft below the 40, on the north lode, and stamped and dressed between the March 17 and April 6. The tinstuff coming from the mine is richer than I ever stamped from any other mine. Since April 6 we have stamped and dressed 2 tons of tin, and have nearly dressed another 1/2 ton, the produce from the shaft below the 40. At the end of this week I expect to have ready for the market 4 tons of tin.

GREAT LAXEY.—The prospects of this great property still continue of a most favourable character. The lode in the Welsh shaft, 4 fathoms below the 210, is worth 10 tons of blende, besides lead. The 210 north is showing signs of coming up to the rich run of ore discovered in the 200 at the time the present company was formed, and which was particularly described by the secretary in his report at that time. In the 190 north there is a good discovery; lode worth 80s., and looks well for improvement. The agents speak of this discovery as of much importance, the lead being steel ore, and very rich for silver. The 110, under Dumbell's, has had a temporary falling off, but now opening out again, and worth 100s. per fathom. This lode is now leaving what may be called Dumbell's, and entering hitherto unexplored ground, whole to Dumbell's. The sump-shaft at Dumbell's, now down 11 fathoms below the 70, is worth 150s. per fathom, and will, no doubt, hold through to the 110. The stope in the 60 south has also greatly improved, some of them having nearly doubled in value, being worth 150s. to 200s. per fathom. It may not be generally known that from the 155 to the 210, north of the Welsh shaft, the workings have been entirely on the east lode, the Great Laxe, or western and main lode, being left standing for the whole of that depth. The lode can be easily reached by short cross-cuts from the different levels in the east lode, and will, no doubt, prove highly productive, but until such time as the working floors are extended this would be useless, as the mine is producing more ore than can be conveniently dressed, although the operations are conducted night and day. One of the largest shareholders writes from the mines:—"I have no hesitation in saying no man born will live to see the present reserves worked out."

GREAT NORTH LAXEY.—This mine improves in the 60 south, and in the winze below the 50, now valued at 1/2 to 1 ton of lead per fm. The shaft has been sunk 15 fathoms in a lode valued at 1 to 2 tons of lead per fathom. This bunch of ore appears to dip north, and is now out of the shaft, but they will soon be driving north and south to 70 fathoms, and will probably be in a good lode almost at once. It must be satisfactory to the shareholders to know that the company has a credit balance of about 4500s., which will likely meet the costs for a year and a half at least even without the returns, and during that time important discoveries may be looked for. There is also 6350s. which can be called up if required, making a capital of 10,750s. available for working, irrespective of the returns, so that the financial position is most satisfactory.

PORTUGAL IRON AND COAL COMPANY.—An event of some importance in the history of this company was celebrated at Mareha Grande on April 12, when the first stone of the furnace was laid by Mrs. Powles. The ceremony was attended by all the Government officials, the workpeople, and a number of the local gentry, who were most hospitably entertained by Mr. Gould, the superintendent. Mr. J. D. Powles, the Chairman of the company, and Mr. Gould delivered addresses, and the proceedings were enlivened by a musical band, consisting of 16 persons, and the employees all further gratified by a gratuity of 100 and 200 reis each.

Mr. David Blackwood, late manager to Denton, Grey, and Co., iron shipbuilders, &c., Hartlepool, has been appointed manager of the extensive establishment of the Tyne Iron Shipbuilding Company (Limited) on the Tyne.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, APRIL 21, 1863.

COPPER.		S. & A. d.		S. & A. d.	
Best selected.....	93 0 0	—	—	—	—
Tough cake.....	90 0 0	—	—	—	—
Tin.....	90 0 0	—	—	—	—
Barra Barra.....	90 0 0	—	—	—	—
Copper wire.....	0 1 0	1 0 4	—	—	—
Sheeting & bolts.....	95 0 0	0 95 0 0	—	—	—
Bottoms.....	100 0 0	—	—	—	—
Old (Exchange).....	91 0 0	—	—	—	—
IRON.					
Barre Welsh, in London.....	7 7 6	7 10 0	—	—	—
Ditto, to arrive.....	7 7 6	7 10 0	—	—	—
Nail rods.....	8 10 0	—	—	—	—
Barre, common, ditto.....	8 15 0	0 15 0	—	—	—
Barre, Stafford, in London.....	8 15 0	0 15 0	—	—	—
Hoops.....	9 15 0	0 15 0	—	—	—
Sheeting, single.....	10 7 6	11 0 0	—	—	—
Fig No. 1, in Wales.....	4 10 0	—	—	—	—
Refined metal, ditto.....	4 10 0	—	—	—	—
Barre, common, ditto.....	6 15 0	0 7 0 0	—	—	—
Do. merch., Tyne or Tees.....	7 10 0	—	—	—	—
Ditto, railway, in Wales.....	6 12 6	7 0 0	—	—	—
Ditto, Swed., in London.....	12 0 0	—	—	—	—
To arrive.....	12 0 0	—	—	—	—
Fig. No. 1, in Clyde.....	2 15 6	3 0 0	—	—	—
Ditto, f.o.b. Tyne or Tees.....	2 9 6	—	—	—	—
Ditto, f.o.b. do.....	2 6 6	2 5 6	—	—	—
Railway chairs.....	5 10 0	0 5 15 0	—	—	—
spikes.....	11 0 0	0 12 0 0	—	—	—
LEAD.					
English Pig, ordy, soft.....	20 0 0	0 20 5 0	—	—	—
Ditto (WB).....	21 5 0	—	—	—	—
Ditto sheet.....	20 10 0	—	—	—	—
Ditto rod.....	22 0 0	0 23 0 0	—	—	—
Ditto white.....	24 0 0	0 27 0 0	—	—	—
Ditto patent shot.....	23 0 0	—	—	—	—
Spanish.....	19 0 0	0 19 5 0	—	—	—

REMARKS.—It has not been for some time that accounts of so momentous a kind have been received from America, and which are so calculated to have an effect upon commercial operations here. Should the anticipations generally entertained that the late victories of the Federal armies will result in either the surrender of General Lee and the remains of his army, or in the offer of an amnesty by the North on the condition of submission by the South, then we may fairly expect that peace will not be far distant; and though we may regret the manner in which it is brought about, yet we shall rejoice that the horrors of war are stayed on the American continent, which has been productive of such unfortunate consequences to the trade which formerly existed between themselves and this country. We trust that the time is not now far distant when that trade will be restored to its former vigour, and that the Americans, tired of war, will devote themselves with their former ardour to commercial operations. The late intelligence has already had a favourable effect upon the Metal Market, and prices in the case of some metals have advanced, while it has had also a tendency to produce a better feeling for the future of the trade, and a hope that the want of activity which has been so universal in the metal market for some time will speedily pass away, and that we shall again return to that state of life and activity which has been so often hoped for in vain.

COPPER.—The market still continues firm, although the amount of business transacted is only moderate. Prices remain as last quoted.

IRON.—In Staffordshire, at a meeting held at Wolverhampton, on Saturday last, between the masters and a deputation from the men, the following resolution was adopted:—"That both parties regretting the unfortunate results of strikes and lock-outs, and with a sincere desire to prevent their recurrence, pledge themselves to give their best consideration to devise some plan whereby the district may, as far as possible, in future be preserved in quietness and prosperity, and good feeling be mutually maintained." This has been received with great satisfaction by the men; and masters and men have now resumed their respective occupations, much wiser than they were a few months ago, and both less disposed to take any steps that may lead to such a disagreement as that which has led to their recent separation. The lock-out in South Staffordshire has thus terminated; and though the men in North Staffordshire are still on strike, it is to be hoped that this also will soon cease, and that for the future these differences between masters and men may be settled in a more amicable manner. In Welsh the makers continue well supplied with orders, at prices which leave a fair margin to the maker. But little iron is sent to the United States, and the demand from that market is comparatively insignificant. It is, however, to be hoped that the late intelligence will cause a better demand to arise for iron to America. In Swedish iron the demand is improving, and prices continue firm. In Scotch pig-iron the important news received from America has caused a considerable advance to take place in the market. Immediately on the intelligence becoming known prices rose to 53s. 6d. cash, and 53s. 7 1/2d. one month, and afterwards to 53s. 9d. cash; and on receipt of further intelligence from America, some excitement prevailed, and business was done at 54s. cash, and 54s. 9d. fourteen days, and afterwards at 54s. 7 1/2d. cash. At the last advices from Glasgow the market was very buoyant, and an extensive business was done: beginning at 54s. 9d. cash, the price rapidly advanced to 55s. 6d. 14 days, but a reaction set in, and at close 54s. 10 1/2d. cash was accepted, sellers remaining.

LEAD.—The market is quiet, and prices have become rather easier; they may now be quoted 19s. 15s. for common English pig, 20s. to 20 1/2s. for L.B., and 21 1/2s. for W.B.

TIN.—The demand for Straits has become very active, and prices have become still higher. A considerable business has been done at 92s. to 92 1/2s. 10s., and 93s. cash, and at 93 1/2s. three months prompt, and the market is still looking upward. Banca has also become firmer, and may now be quoted at 98s.

SPELTER. has also advanced in price during the week, and transactions have taken place at 20 1/2s. and 20 1/4s. 10s. on the spot, but holders are now asking 20 1/2s., and there is every probability of the market still advancing.

TIN-PLATES.—A better feeling has arisen, and there is now a much more satisfactory prospect for the future; prices have also advanced 1s. per box. **STEEL AND QUICKSILVER** remain as quoted.

THE LIVERPOOL METAL MARKET—APRIL 20.

FIG-IRON.—The market continues rapidly to improve. A considerable amount of business has been done both here and in Glasgow, prices closing to-day at 55s. 6d. cash, and 55s. 3d. at three months. A strong speculative feeling exists, and there can be little doubt, if news from the States continue of the same nature as last received, we shall see a firm advance in prices.

MANUFACTURED IRON.—South Staffordshire is at last quiet, and we are beginning to get regular supplies from that district. Some of the makers are tolerably well off for orders, others complain of having scarcely a line on their books, and that if they only worked their puddlers three days a week would quite meet their demand. North Staffordshire is still unsettled; the men remain on strike, and seem as obstinate as ever. No iron has yet been made there, though the masters are doing all they can to get their millmen to work on purchased puddled bars, &c. There seems to be considerable intimidation exercised over the millmen by the puddlers. A rumour has been out this week that the North Staffordshire masters are in treaty for 500 puddlers from Prussia, but we are rather inclined to disbelieve it. South Wales bars have improved considerably during the last few days, and are quoted to-day 6s. 10s. to 6s. 15s. f.o.b. South Wales, and some tidy lots have been bought in at these prices. Makers will not accept large contracts at these prices, and evidently expect a considerable improvement. Altogether the iron market looks healthier than it has done for a long time past, and we have turned the corner at last.

TIN-PLATES.—The news of the fall of Richmond, and the subsequent intelligence of the defeat of Lee, has had a most reviving effect on the tin-plate market. Cokes have advanced as much as 1s. per box during the current week, and sellers are very firm, at 21s. 6d. to 22s. f.o.b., with usual terms. This advance is solid, and we may look for much stiffer prices to follow. The Southern cause is ruined. Lincoln is evidently disposed to be magnanimous and of a forgiving disposition; and, to our mind, peace and the Union must follow speedily, bringing with them an enormously increasing demand for tin-plates, and higher prices as a matter of course. For men who can afford to wait their chance, tin-plates are about as safe a speculation as any on the market. Charcoals are quiet, but in better demand, at 25s. 6d. for fair specifications.

COPPER.—Not much change to note. The market and prices continue firm, with a fair trade doing.

LEAD.—The market continues very quiet.

SPELTER.—Trade moderate. Quotations, 20 1/2s. for Silicia.

TIN.—Market considerably improved, especially for foreign. Enquiries in better demand, but no improvement in prices.

BIRMINGHAM, APRIL 21.—Rylands' "Iron Trade Circular" says the markets at Wolverhampton and Birmingham were not very much attended, nor was there any excitement, or much doing, although a few pigs changed hands, principally for delivery. For May and June consumption there were also a few enquiries for manufactured iron, both from Yorkshire and Welsh makers, but buyers were pressing down prices, and some few orders were given out, immediate delivery being asked for. Little head was taken in our market of the accumulative rise worked in the Scotch market, which was regarded as merely speculative on warrants, dependent on a contingency, liable to be postponed, and not based on orders, as every fair rise should be. It was remarked that there was a forcible contrast between the reports of the American iron markets, which show a fall of 5 dollars per ton, on receipt of the same tidings that have been made to jump up prices in Glasgow 3s. per ton.

PIGS, common forge, 2 1/2s. to 3 1/2s.; melting, 3s. to 3 1/2s. 6d.; fine forge, 3 1/2s. to 3 1/2s. 6d.; better class, 4s.; by rates, 4 1/2s. 6d. to 4 1/2s. 6d.; 3 1/2s. 6d. to 4 1/2s. 6d.; according to quality. Foundry, 3 1/2s. 6d. to 3 1/2s. 6d.; West Country Hematite Company's Workington, No. 1, 4s.; No. 2, 3 1/2s. 6d.; No. 3, 3 1/2s. 6d.; No. 4, 3 1/2s. 6d.; No. 5, 3 1/2s. 6d.; No. 6, 3 1/2s. 6d.; No. 7, 3 1/2s. 6d.; No. 8, 3 1/2s. 6d.; No. 9, 3 1/2s. 6d.; No. 10, 3 1/2s. 6d.; No. 11, 3 1/2s. 6d.; No. 12, 3 1/2s. 6d.; No. 13, 3 1/2s. 6d.; No. 14, 3 1/2s. 6d.; No. 15, 3 1/2s. 6d.; No. 16, 3 1/2s. 6d.; No. 17, 3 1/2s. 6d.; No. 18, 3 1/2s. 6d.; No. 19, 3 1/2s. 6d.; No. 20, 3 1/2s. 6d.; No. 21, 3 1/2s. 6d.; No. 22, 3 1/2s. 6d.; No. 23, 3 1/2s. 6d.; No. 24, 3 1/2s. 6d.; No. 25, 3 1/2s. 6d.; No. 26, 3 1/2s. 6d.; No. 27, 3 1/2s. 6d.; No. 28, 3 1/2s. 6d.; No. 29, 3 1/2s. 6d.; No. 30, 3 1/2s. 6d.; No. 31, 3 1/2s. 6d.; No. 32, 3 1/2s. 6d.; No. 33, 3 1/2s. 6d.; No. 34, 3 1/2s. 6d.; No. 35, 3 1/2s. 6d.; No. 36, 3 1/2s. 6d.; No. 37, 3 1/2s. 6d.; No. 38, 3 1/2s. 6d.; No. 39, 3 1/2s. 6d.; No. 40, 3 1/2s. 6d.; No. 41, 3 1/2s. 6d.; No. 42, 3 1/2s. 6d.; No. 43, 3 1/2s. 6d.; No. 44, 3 1/2s. 6d.; No. 45, 3 1/2s. 6d.; No. 46, 3 1/2s. 6d.; No. 47, 3 1/2s. 6d.; No. 48, 3 1/2s. 6d.; No. 49, 3 1/2s. 6d.; No. 50, 3 1/2s. 6d.; No. 51, 3 1/2s. 6d.; No. 52, 3 1/2s. 6d.; No. 53, 3 1/2s. 6d.; No. 54, 3 1/2s. 6d.; No. 55, 3 1/2s. 6d.; No. 56, 3 1/2s. 6d.; No. 57, 3 1/2s. 6d.; No. 58, 3 1/2s. 6d.; No. 59, 3 1/2s. 6d.; No. 60, 3 1/2s. 6d.; No. 61, 3 1/2s. 6d.; No. 62, 3 1/2s. 6d.; No. 63, 3 1/2s. 6d.; No. 64, 3 1/2s. 6d.; No. 65, 3 1/2s. 6d.; No. 66, 3 1/2s. 6d.; No. 67, 3 1/2s. 6d.; No. 68, 3 1/2s. 6d.; No. 69, 3 1/2s. 6d.; No. 70, 3 1/2s. 6d.; No. 71, 3 1/2s. 6d.; No. 72, 3 1/2s. 6d.; No. 73, 3 1/2s. 6d.; No. 74, 3 1/2s. 6d.; No. 75, 3 1/2s. 6d.; No. 76, 3 1/2s. 6d.; No. 77, 3 1/2s. 6d.; No. 78, 3 1/2s. 6d.; No. 79, 3 1/2s. 6d.; No. 80, 3 1/2s. 6d.; No. 81, 3 1/2s. 6d.; No. 82, 3 1/2s. 6d.; No. 83, 3 1/2s. 6d.; No. 84, 3 1/2s. 6d.; No. 85, 3 1/2s. 6d.; No. 86, 3 1/2s. 6d.; No. 87, 3 1/2s. 6d.; No. 88, 3 1/2s. 6d.; No. 89, 3 1/2s. 6d.; No. 90, 3 1/2s. 6d.; No. 91, 3 1/2s. 6d.; No. 92, 3 1/2s. 6d.; No. 93, 3 1/2s. 6d.; No. 94, 3 1/2s. 6d.; No. 95, 3 1/2s. 6d.; No. 96, 3 1/2s. 6d.; No. 97, 3 1/2s. 6d.; No. 98, 3 1/2s. 6d.; No. 99, 3 1/2s. 6d.; No. 100, 3 1/2s. 6d.; No. 101, 3 1/2s. 6d.; No. 102, 3 1/2s. 6d.; No. 103, 3 1/2s. 6d.; No. 104, 3 1/2s. 6d.; No. 105, 3 1/2s. 6d.; No. 106, 3 1/2s. 6d.; No. 107, 3 1/2s. 6d.; No. 108, 3 1/2s. 6d.; No. 109, 3 1/2s. 6d.; No. 110, 3 1/2s. 6d.; No. 111, 3 1/2s. 6d.; No. 112, 3 1/2s. 6d.; No. 113, 3 1/2s. 6d.; No. 114, 3 1/2s. 6d.; No. 115, 3 1/2s. 6d.; No. 116, 3 1/2s. 6d.; No. 117, 3 1/2s. 6d.; No. 118, 3 1/2s. 6d.; No. 119, 3 1/2s. 6d.; No. 120, 3 1/2s. 6d.; No. 121, 3 1/2s. 6d.; No. 122, 3 1/2s. 6d.; No. 123, 3 1/2s. 6d.; No. 124, 3 1/2s. 6d.; No. 125, 3 1/2s. 6d.; No. 126, 3 1/2s. 6d.; No. 127, 3 1/2s. 6d.; No. 128, 3 1/2s. 6d.; No. 129, 3 1/2s. 6d.; No. 130, 3 1/2s. 6d.; No. 131, 3 1/2s. 6d.; No. 132, 3 1/2s. 6d.; No. 133, 3 1/2s. 6d.; No. 134, 3 1/2s. 6d.; No. 135, 3 1/2s. 6d.; No. 136, 3 1/2s. 6d.; No. 137, 3 1/2s. 6d.; No. 138, 3 1/2s. 6d.; No. 139, 3 1/2s. 6d.; No. 140, 3 1/2s. 6d.; No. 141, 3 1/2s. 6d.; No. 142, 3 1/2s. 6d.; No. 143, 3 1/2s. 6d.; No. 144, 3 1/2s. 6d.; No. 145, 3 1/2s. 6d.; No. 146, 3 1/2s. 6d.; No. 147, 3 1/2s. 6d.; No. 148, 3 1/2s. 6d.; No. 149, 3 1/2s. 6d.; No. 150, 3 1/2s. 6d.; No. 151, 3 1/2s. 6d.; No. 152, 3 1/2s. 6d.; No. 153, 3 1/2s. 6d.; No. 154, 3 1/2s. 6d.; No. 155, 3 1/2s. 6d.; No. 156, 3 1/2s. 6d.; No. 157, 3 1/2s. 6d.; No. 158, 3 1/2s. 6d.; No. 159, 3 1/2s. 6d.; No. 160, 3 1/2s. 6d.; No. 161, 3 1/2s. 6d.; No. 162, 3 1/2s. 6d.; No. 163, 3 1/2s. 6d.; No. 164, 3 1/2s. 6d.; No. 165, 3 1/2s. 6d.; No. 166, 3 1/2s. 6d.; No. 167, 3 1/2s. 6d.; No. 168, 3 1/2s. 6d.; No. 16

WATSON AND CUELL'S MINING CIRCULAR.

WATSON AND CUELL,
MINING AGENTS, STOCK AND SHARE DEALERS, &c.,
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

Messrs. WATSON and CUELL having made arrangements for transferring their weekly Circular, which has had so large a circulation during the past ten years, to the columns of the *Mining Journal*, their special reports and remarks upon Mines and Mining, and the state of the Share Market, will in future appear in this column.

In the year 1843, when Cornish mining was almost unknown to the general public, attention was first called to its advantages, when properly conducted, in the "Compendium of British Mining," commenced in 1837, and published in 1843, by Mr. J. Y. Watson, F.G.S., author of "Gleanings among Mines and Miners," "Records of Ancient Mining," "Cornish Notes" (first series, 1862), "Cornish Notes" (second series, 1863), "The Progress of Mining," with Statistics of the Mining Interest, annually for 21 years, &c., &c. In the Compendium published in 1843 Mr. Watson was the first to recommend the system of a "division of small risks in several mines, ensuring success in the aggregate," and Messrs. Watson and Cuell have always a selected list on hand. Perhaps at no former period in the annals of mining has there been more peculiar need of honest and experienced advice in regard to mines and share-dealing than there is at present; and, from the lengthened experience of Messrs. Watson and Cuell, they are emboldened to offer, thus publicly, their best services to all connected with mines or the market, as they have for so many years done privately, through the medium of their own Circular.

Messrs. WATSON and CUELL transact business in the purchase and sale of mining shares, and other securities, payments of calls, receipt, and transmission of dividends, obtaining information for clients, and affording advice, to the best of their knowledge and judgment, based on the experience of more than 30 years active connection with the Mining Market.

Messrs. WATSON and CUELL also inform their clients and the public, that they transact business in the public funds, railways, docks, insurance, and every other description of shares dealt in on the Stock Exchange.

Messrs. WATSON and CUELL are almost daily asked their opinion of particular mines, as well as to recommend mines to invest or speculate in, and they give their advice and recommend mines to the best of their judgment and ability, founded on the best practical advice they can obtain from the mining districts, but they will not be held responsible, nor subject to blame, if results do not always equal the expectations they may have held out in a property so fluctuating as mining.

Messrs. WATSON and CUELL having agents and correspondents in all the mining districts, and an extensive connection among the largest holders of mining property, have the more confidence in tendering their advice on all matters relating to the state and prospects of mines and mining companies, and are enabled to supply shares in all the best mines at close market prices, free of all charges for commission.

WHEAL TRUSCOTT.—The adit is being driven with all speed, by six men, to intersect the lode 25 fathoms deep.

A SHAREHOLDER.—We are not aware that there is any real cause for the fall of 3s. per share in Great Laxey. Some people do not seem to like the idea of turning smelters, but into this question, not knowing all the reasons of the directors, we do not feel competent to enter. The blende market is a complete monopoly, always in an unsatisfactory state, and the price just now scarcely remunerative. Great North Laxey, of course, there will be fluctuations in price, without reference to the mine, as there are in all companies subject to market influences. In a few months, however, according to Capt. Rowe's reports, the mine ought to take an important position, and shares reach a higher price than they have yet done. Levels will soon be commenced in the 70, and if, as Capt. Rowe asserts, the lode is the same as that producing all the riches at Great Laxey, only depth is required to yield good profits. The other questions will be answered probably next week; at present we know nothing of the concerns referred to, and to find out the real price of Mandlin shares at the dates referred to will take some time.

LIABILITY ON WINDING-UP.—In the case of Inebald v. the Western Neigherry Coffee and Tea Company (Limited), the company, for the purpose of buying estates in India, agree with the plaintiff, a stockbroker, to give him 1000, down, and 4000, more if all the shares were allotted. The vendor of the estate evading his bargain, the company resolved to wind-up. In this action by the broker for the 4000, contracted to be paid to him the company were held to be liable, as they had by their own act prevented the allotment of the remaining shares. This was the decision of the Court of Common Pleas.

LIABILITY OF "ORIGINAL SHAREHOLDERS."—It has been decided by the Court of Exchequer Chamber, in the case of the Garnett and Mossley Gold Mining Company of America (Limited) v. Sutton, that if a company, formed under 7 and 8 Vic., c. 110, contracts and debts, and whilst they are outstanding is registered as a limited company under 19 and 20 Vic., c. 47, and is afterwards wound-up, the liability of the original shareholders is not limited to the amount remaining unpaid upon their shares.

CORONER'S INQUIRIES.—When a Coroner, proceeding by inquisition, adjourns the Court to a day named, and neglects to hold the Court on that day, the proceedings cannot afterwards be resumed. They are *coram non iudice*. The form of adjournment is requisite to secure the re-attendance of the jurors after an adjournment, at the time and place appointed, and to preserve the continuity of the proceedings from the first meeting of the inquest until its completion, by the signing of the inquisition. Such was the holding of the Court of Queen's Bench, in the case of the Queen v. the Coroner of Dover.

INTEREST PAYABLE ON WRITTEN INSTRUMENTS.—In the case of Taylor v. Hoyt, the defendant had written to the plaintiff offering a loan of 1000, and promising to repay it at a certain date; and the plaintiff thereupon sent him the money, and it was for interest on the money so lent that the plaintiff sued. The Court of Exchequer, however, held that interest is payable on a written instrument, under 3 and 4 Wm. IV., c. 42, s. 28, only when the written instrument is itself the contract by virtue of which the debt is payable.

RAILWAY COMPANIES, AND THEIR CONTRACTORS.—Although the engineer of a company may, in directing certain works, exceed his powers and authority, the company, by permitting the works to be proceeded with, and afterwards taking the benefit of them, is precluded from raising the question as to the propriety of them, and the powers of their officer to order them to be done. This was the holding of the Lords Justices in the case of Hill v. the South Staffordshire Railway Company, upon a bill filed by parties who had contracted with the company to construct part of their railway, seven miles in length, between Walsall and Dudley.

INSPECTORSHIP DEEDS.—In the case of Strick v. De Mathos, a deed of inspectorship under section 192 of the Bankruptcy Act of 1861 contained clauses to the following effect:—1. Provision for payment of expenses relating to suspension of payment and expenses of the deed.—2. That creditors, before being entitled to dividends, should, if required, make a statement in writing to the inspectors of their debts.—3. That if no sum should be set aside for payment of creditors who had not executed the deed, then that such creditors should receive dividends out of the first moneys applicable thereto.—4. That the deed should be binding on those who executed it, even if it should not operate as a deed of inspectorship under the Bankruptcy Act.—5. That the estate &c., should be administered on the principle of the Bankruptcy Laws, and that anything in the deed to the contrary might be treated as expunged. It was objected, against the validity of the deed, that the above provisions were unreasonable; but the Court of Exchequer, holding a contrary opinion, decided that the deed was a good one.

SEPARATING METALS AND OTHER SUBSTANCES FROM ORES.—The object of the invention, patented by Mr. James Napier, of Glasgow, is the separation of certain metals and metallic substances, such as volatile metals and sublimates and metallic oxides and sulphides from ores. The invention consists in placing the ore in a close vessel, and passing through the ore or matter within the vessel a current of steam or heated air or gas of sufficient temperature to sublime the sublimable portion, which is collected and condensed, and then treated in the ordinary way, or reduced by putting it into a close vessel and heating it, and passing through the hot substance a stream of ordinary coal gas, or other gas or gaseous or aeriform matter having reducing properties, or by heating such gaseous matters, and passing them through the substance without previously heating the vessel.

ELECTRO-MAGNETIC AND MAGNETO-ELECTRIC APPARATUS.—Mr. J. H. Cazal, of Paris, has invented some improvements which consist in the use and application of an electro-magnetic bobbin, having a large surface to all kinds of known electrical apparatus, and employed as a substitute for the bobbin now in use; of a peculiar system of stationary or locomotive apparatus, and of peculiarly formed magneto-electric apparatus. He considers that admitting the practicability of his invention, millions of horse-power could readily be obtained, which would be available for various purposes. In the case of locomotion, for example, an immense power could be extended along railways passing through valleys, as the waterfalls and currents of water and air may be utilised for working magneto-electric apparatus which would distribute the electric currents greater or less distances along the rails of the permanent way. The carriages bearing the propelling apparatus would travel on the line, receiving each instant its motive-power from the rails, which are suitably insulated. Trains drawn by electro-magnetic motors would, he thinks, offer immense advantages over the ordinary system of working railways, where may be seen a heavy locomotive encumbered with its supply of fuel and water, and to which a train of carriages equally heavy and often without anything to carry for part of the time they are in use. He considers that secondary branch lines, and those traversing mountainous countries, might be made profitable by the application of electricity, whereas with steam locomotion they may often be considered impracticable, or worked on such onerous terms as to be detrimental to the interests of the main line.

DISTILLING BITUMINOUS MATTER.—In the distillation of bituminous matters, Mr. W. Cormack, of Little Moorfields, proposes to improve the present means of forcing over the products of distillation by introducing a jet, stream, or current of atmospheric air, steam, or other vapor or gas singly or combined, superheated or otherwise, into the retorts or other vessels such as are usually employed in their distillation. The vapor is introduced just above the surface of the matters to be distilled.

THE WEST TRELAWNY MINING COMPANY

(LIMITED).
Registered under the Companies Act, 1862.
Capital, £30,000, in 10,000 shares of £3 each; 10s. to be paid on application, and 10s. on allotment. Subsequent calls not to exceed 5s. per share.
MANAGING DIRECTOR.
Campbell M. Thomas, Esq., C.E. (of C. and C. Thomas, Radstrath, Cornwall).
SECRETARY.—Mr. Charles Gibson.
BANKERS.—Manchester and County Bank, Manchester.
INSPECTING AGENT.—Capt. Elisha Harvey, Marazion, Cornwall.
AUDITORS.
Richards Roberts, Esq. (late manager of the National Provincial Bank), Blandford.
Messrs. Vaughan and Spragg, accountants, Manchester.
FINANCIAL AGENTS.—Messrs. Harvey and Co., Clarence Chambers, Manchester.
REGISTERED OFFICES.
ALDINE CHAMBERS, PRINCESS STREET, MANCHESTER.

PROSPECTUS.
This valuable mine is situated in the parish of Gwennap, Cornwall, on the northern declivity of Carn Marth Hill, a sister and adjoining hill to Carn Brea, on the northern side of which the celebrated Carn Brea Mines are situated, in one of the first mining districts in Cornwall, in a stratification productive of the greatest courses of ore in that celebrated county, in confirmation of which it is only necessary to quote the following statistics:—Carn Brea, Tincroft, Cook's Kitchen, and Dolcoath have returned upwards of £400,000 profits; Wheal Baile and Baile, Great South Tolgus, East Pool, Croftly, and South Pool, £350,000; Tolgus, North Pool, North Baskar, Selon, and West Selon Mines, £500,000. These mines are situated to the west. To the east are the Gwennap Mines, one of which (the United Mines) returned £1,000,000; Wheal Jewel, £450,000; Poldice, £300,000; Wheal Clifford, celebrated for its hot lode and riches, and other productive mines. To the south, is Trevaun, which returned £151,422; Penstruthal, £130,000 in dividends. To the north, are North Downs, Wheal Rose, Harmony, Montague, and the Tolgus, which returned £250,000.

The lodes of many of these extraordinary mines traverse West Trelawny. The successful development of this property is, therefore, a matter of apparent certainty from its analogy to its rich neighbors, it being merely a matter of sinking to the depth at which the riches in the other mines have been found to exist. The lodes have already been opened on superficially, and their general character, size, bearing, and appearance destroy any uncertainty as to this expectation. One lode in particular, which is from 4 to 5 feet wide, is of a most splendid character, containing large quantities of goossan, which experience has proved to be a reliable indication of rich deposits in depth.

With such a situation as this mine possesses, being literally surrounded by mines of renowned wealth, it will be at once seen that the prospects of this company are free of the ordinary risk of mining enterprise; and its further development appears to be certain of similar discoveries, and of consequent profit to shareholders. It is in a state of infancy with regard to depth, being only 50 fms. from surface. This level can be continued eastward on the course of two lodes in virgin ground, which will also give high range of backs, without the aid of machinery, to the depth of 70 fms. Two shafts are in good repair and available, and the operations can be carried on at a trifling expense. It is proposed to effectually develop the mine by sinking a shaft in the middle of the set, which will command the junction of two lodes; and as junctions of lodes are of the first importance in mining, leading to ores in vast quantities, the greatest expectation, according to universal experience, may be safely relied upon.

The natural advantages of the property are highly favourable to inexpensive exploration, the water being drained to a great extent by surrounding mines, thus preventing the necessity of heavy and costly machinery.

The property has been inspected by the following eminent practical men, whose opinions are unanimous as to the great value of the property, and its certain prospect of becoming a most lucrative undertaking:—Capt. Pope, manager of Wheal Baile; Capt. H. James, inspecting agent for Messrs. Webb, Geach, and Pennington; Capt. Edwards, late manager of Wheal Kitty (St. Agnes); Capt. Webb, manager of the Cathedral Mine; Capt. Glasdon, manager of the Clifham and Wentworth Mines.

Subjoined are extracts from their reports. Detailed copies may be had on application.

EXTRACTS REFERRED TO.
I have every reason to think that this property, if properly explored, will make a profitable and lasting mine. I recommend it with confidence to any gentlemen inclined to speculate in mining. Captain POPE.

Taking into consideration the number of lodes running through the property, and the surrounding mines having yielded such riches, I believe it to be a really good speculation, which on development will be found to richly remunerate the shareholders. Captain HENRY JAMES.

I consider this property well worthy the attention of capitalists, as in all probability it will only require a moderate capital to bring it into a profitable state of working. Captain EDWARDS.

In conclusion, I can most safely recommend the mine as an investment free from the ordinary risks of mining, and I am firmly convinced that whoever works West Trelawny will be most amply rewarded for their outlay. Captain J. WEBB.

After carefully regarding the surface of this property, with its character in the adit 80 fms. deep, I consider it a mining property of more than ordinary merit, the development of which I feel confident will prove a great success. Captain GLASSON.

March 13, 1865.—A careful inspection of this mine, both underground and at surface, enables me to pronounce it to be a most splendid property. Having regard to its situation, being completely surrounded by the richest mines of our famous county, and to its own mineralogical features, the lode being of the same character precisely as its neighbors, I see no chance of its failing to become equally valuable. It will to me be strange and unaccountable if the mine does not prove exceedingly rich. If my judgment prove wrong, I shall consider my thirty years' experience of no avail in forming a conclusion. ELISHA HARVEY.

Applications for shares must be addressed to Messrs. HARVEY and Co., the financial agents to the company, Clarence Chambers, Manchester.

SOUTH WALES CONSOLIDATED LEAD MINING COMPANY (LIMITED).

Capital £20,000, in 2000 shares of £10 each.
Amount to be called up, £2 10s. per share; £1 on application, and £1 10s. on allotment.

DIRECTORS.
Sir WILLIAM SMITH, Bart., Grenville-place, St. John's-wood, London.
G. W. CHARLWOOD, Esq., Fetham, Hounslow.
Sir SALVAGE, Esq., Greenfield Hill, Newport.
JOHN ROWLANDS, Esq., 9, Copthall-buildings, London, E.C.
(With power to add to their number.)

BANKERS.—Imperial Bank (Limited), Lothbury.
SOLICITORS.—Messrs. Hancock, Sharpe, and Hales, Birch-lane, London, E.C.
SECRETARY.—Mr. Charles Thomas.

OFFICES.—3, GREAT ST. HELEN'S, LONDON, E.C.

PROSPECTUS.
This company has been formed for the purchase and working of the Cwbrane, Casars, Pantwyn, and Lady Eliza Mines, situated in the parish of Llangadock and Mowhe, in the county of Carmarthen, within four miles of the Llangadock Railway-station, and eight hours' journey of London by railway.

The natural advantages are such that in the course of a short time the company expect to be able to work the mines without the employment of any steam machinery for the purpose of drainage. An unlimited supply of water flows through the set all the year round, and the work now contemplated when finished will result in the employment of this stream, to the permanent benefit of the company.

An important part of this property has been lately carried on by the Cwbrane Mining Company (Limited). This company commenced operations with a working capital of £2800—£2000 of which was expended upon the mine, but chiefly in renovating the dressing-rooms, providing new pumps, sinking new shafts, &c., all necessary for the proper development of the mine, and of which the present company will have the advantage.

The Cwbrane Company, during the two years they worked their mine, with all hindrances caused in making alterations and putting in new pumps, raised and sold £187 worth of lead ore; and in the last three months, ending April, 1864, sold £592 worth of ore, at a cost of £559, showing that at the time of winding-up the mine was yielding a small profit.

The present company, by working on a limited scale, could make the mine at least self-supporting; but the object is to thoroughly develop the property, and with reference to that part described as Cwbrane to extend levels into the northern part, and eventually to do without the aid of steam-power, as suggested by the reports.

Upwards of £20,000 have been from time to time expended upon this property in machinery and bringing it to its present state, so that all the preliminary expenses attendant upon the commencement of a new mine have been already met, and the works put in such a position that immediate returns of lead can and are now being made.

The plant consists of a new 36-in. cylinder Cornish condensing-engine, with large tubular boiler; about 80 fms. of 7, 8, and 9 in. pumps, with 8-in. plunger and drawing lifts, with rods, complete; whim and drawing-gear; skip-rod and skips; 100 fathoms tramroad and tram; large water-wheel and crusher; dressing-floors and apparatus; jigs; machines; flat and round buddles, worked by water-wheels; shafts and capstans; ropes, chains, and pulleys; tools and utensils of every kind requisite for the efficient working of a mine of this magnitude. There are also reservoirs for supplying the engine and dressing-floors in dry weather, all in good working order and condition. Erected on the mine are two substantially-built houses, suitable for a resident agent or agents.

That portion of the property known as Cwbrane now produces from 10 to 12 tons of lead per month, which about meets the monthly cost; in addition to which there are reserves of ore, lately discovered by long drives in the north part of the mine, sufficient to enable the company, upon completion of the ventilation and communication with surface, to increase the returns to 30 tons per month. This return, it is calculated, would leave a profit of at least £30 per cent. upon the capital employed; and, with the steady development of the property, and with a continuation in depth of the present productiveness of the lode, there is no doubt that a lasting, rich, and profitable mining property will be found, and fully equal to other successful companies in the South of Wales. No promotion money will be paid, and the preliminary expenses will be strictly confined to such as are indispensable.

The consideration agreed to be paid for the purchase of all the existing rights in the mines and properties, including all machinery, buildings, and the whole of the plant, is £2000—£2500 of which to be paid in cash, and the remaining £2500 in shares paid up to £5.

No call of more than 10s. per share will be made at any one time, nor will any call be made at a less interval than three months.

The company being "Limited," no shareholder, under any circumstances, can be liable for more than the amount of the shares for which he may subscribe.

Application for shares may be made to the directors, at the offices of the company accompanied by the banker's receipt. Prospectuses, together with reports and forms of application for shares, may be had at the offices of the company.

CHARLES DAVEY AND CO.,
SAFETY FUSE MANUFACTURERS,
ST. HELEN'S JUNCTION, LANCASHIRE.

THE TREMADOC AND RALTWEN SLATE COMPANY

(LIMITED).
Capital £25,000, in 5000 shares of £5 each.
Deposit 10s. per share on application, and 10s. upon allotment.
A call of £1 per share will be payable thirty days after allotment.
No future call will exceed £1 per share, and two months' notice will be given.
Should no allotment be made, all deposits will be returned in full without deduction.
The quarry is at the present time being worked, and capable of yielding returns.
The directors have succeeded in entering into an arrangement whereby a minimum interest of 8 per cent. per annum is secured for the first and second years.
Registered under the Companies Act of 1862.
DIRECTORS.
SAMUEL R. BARNETT, Esq., Clifton-gardens, Malda-vala.
WILLIAM B. BEATTY, Esq., 24, Argyle-road, Kensington.
JOHN FITZPATRICK, Esq., 39, Elgin-road, Notting-hill.
LILIAN J. LINDSAY, Esq., 46, Lime-street, E.C.
JOHN G. NOBLE, Esq., Junior Clifton Club.
BANKERS.—Messrs. Oidling, Osborn, and Co., 27, Gracechurch-street, E.C.
TEMPORARY SECRETARY.—J. Nightingale, Esq.
TEMPORARY OFFICES.—150, LEADENHALL STREET, E.C.

PROSPECTUS.
This company has been formed for the purpose of purchasing the lease and plant and extending the works of a valuable and important slate and slab quarry, admirably situated as hereafter described, within a very short distance of the town of Portmadoc, in North Wales. The quarry proposed to be purchased by this company has been worked for upwards of two years on a limited scale, and it is with the object of largely increasing the present workings that this company has been formed.

The quarry, lately known as Ty-Cerrig, is situated in the parish of Penmorfa, in the county of Carnarvon, and is opened on the face of a steep mountain within two miles of Portmadoc, the chief shipping port of the Ffestiniog quarries, and possesses every facility for cheap and economical working by means of adit levels, together with ample room for the deposit of waste to an unlimited extent. A tramway runs through the base of the property, by means of which the produce of slates and slabs may be conveyed to the quay at Portmadoc for shipment, at a cost of less than 1s. per ton, whereas many quarries have to pay 5s. and even 7s. per ton.

Some idea may be formed of the enormous profits realized from quarries when it is stated that the celebrated Penrhyn Quarries returned an annual net profit of more than £100,000; the Llanberis Quarries, about £30,000; the Welsh Slate Company, commonly known as Lord Palmerston's, about £40,000; and many others, too numerous for the limits of a prospectus, all making similarly large profits, and in nearly every instance equivalent to about 50 per cent. on the capital employed.

The following extract from the *Times*, of the 2d January last, applies equally to the present time:—
"THE SLATE QUARRIES OF WALES.—During the past year an extraordinary amount of activity has characterized the slate trade of Wales. The demand has been so great that buyers never expect their orders, even if small, to be executed within six months. And in many instances contracts are declined altogether, owing to the press of demand. The old-established quarry proprietors of North and South Wales have reaped handsome returns as the result of this activity."

This quarry which the company propose purchasing is capable of producing slates and slabs of the finest quality. A further moderate outlay of capital will, it is confidently expected, place the quarry in a permanent dividend-paying position.

The quarry is held under an agreement for a lease upon very favorable conditions, and for a long term, of which only two years have expired, at the moderate royalty of 1-14th, and an agreement has been entered into with the vendors to the company for the purchase of the lease, together with all plant and work done for the sum of £2500 cash, £2750 in fully paid-up shares, and a further sum of £2200 payable in instalments over a period of years.

The quarry being now in a position to make returns, the directors have entered into such an arrangement for the management and superintendence of the works as will secure them a minimum interest upon the capital subscribed of 8 per cent. for the first and second years, and they have taken ample security to guarantee the payment of the same. Should the margin of profit from the sales of produce exceed in value the amount of this guaranteed interest, the excess will be applied to increasing the amount of the dividend.

The Articles of Association contain no special clause, and a copy can be seen at the offices of the company, or at the office of the solicitor.

Samples of the slate and slabs can be seen at the company's offices, and arrangements for contracts entered into.

The company pay no bonus either in money or shares to the promoters.

Full prospectuses, with reports by Evan Hopkins, Esq., and others, and forms of application for shares, can be obtained from the brokers or secretary at the company's offices. A very considerable proportion of the necessary capital has been privately subscribed. Should no allotment be made, all deposits will be returned in full.

THE TREMADOC AND RALTWEN SLATE COMPANY

(LIMITED).—Notice is hereby given that, in consequence of the amount of capital already privately subscribed, NO FURTHER APPLICATIONS FOR SHARES CAN BE RECEIVED AFTER TUESDAY, May 9, 1865. By order.

THE SOUTH CORNWALL MINING COMPANY (LIMITED).

Capital £100,000, in 10,000 shares of £10 each. First issue, 6000 shares.
Deposit on application, £1 per share; payment on allotment, £1 10s. per share.
Calls not to exceed £1 per share, at intervals of not less than two months.
It is not intended to call up more than £7 10s. per share.
Incorporated under the Companies Act, 1862.

DIRECTORS.
Sir THOMAS PARKYN, Bart., 9, Gloucester-square, Hyde-park.
Sir ARTHUR RUMBOLD, Bart., St. James's Club.
Sir EDWIN PEARSON, Director of the Scottish Australian Investment Company.
W. WEST, Esq., banker, St. Austell (Messrs. Williams, Treffry, West, and Co.).
E. J. PEARSON, Esq., Wimbeldon, Surrey.
BANKERS.—Metropolitan and Provincial Bank, Cornhill, London.
Messrs. Williams, Treffry, West, and Co., St. Austell.
SOLICITORS.—Messrs. Hancock, Sharp, and Hales, Birch-lane.
AUDITOR.—S. Lowell Price, Esq., 5, Grosvenor-street.
SECRETARY.—Mr. W. H. Jordan.
TEMPORARY OFFICES.—9D, NEW BROAD STREET, LONDON.

PROSPECTUS.
The important property for the working of which this company has been formed is situated in the parish of Tywardreath, between the Far Consols and Foway Consols, two of the most important mines in Cornwall, from which upwards of £3,000,000 have been already returned.

The set extends nearly a mile in length, and is more than half a mile in width, containing twelve parallel and highly mineralized lodes, two of which have produced, from very limited operations, a large quantity of copper ore of rich quality.

The past operations were carried on by a single adventurer, the late J. T. Treffry, Esq., and, although the workings were directed somewhat to the west of that which is generally considered the most productive part of the mineral-bearing strata, yet the produce even there showed that very profitable results may be anticipated by a proper development of the mine. The insufficiency of the engine-power, and the death of the late proprietor, were the sole causes of the suspension of the works; and all the parties connected with the late Mr. Treffry bear testimony that he entertained so high an opinion of the mine that he fully intended to have recovered the whole of it to himself, and to have thoroughly developed it at his own expense.

The amount required for the perfect development of the property and the purchase of the leases, including the erection of two pumping-engines, one of 300-horse power; two large winding-engines, with sufficient boiler-power to each; steam capstans; and other necessary machinery, is estimated at £45,000; but returns will be made so soon as the machinery is erected on the shaft, already down to the 70 fathoms level, and the mine is cleared out, with the prospect of a rapid increase in the produce as the various levels and lodes are opened.

An adit or water level has been driven so as to intersect the lodes, which are of the same character and are parallel to those worked at the Far Consols and Foway Consols, and the productive strata can also be readily traced to several of the most profitable mines ever worked in the county.

There is a large stream of water at the surface, which will be used to great advantage for various purposes, effecting a considerable saving in the expenditure for all surface operations.

Leases for twenty-one years have been secured on very advantageous terms, and the dues range from 1-18th to 1-16th of the produce, with a small minimum rental, which will merge in the dues as soon as they may become payable.

A number of practical miners live in the immediate vicinity of the property, and working in the adjoining mines, have made application for 250 shares, representing the sum of £2500, and a considerable amount of capital has been promised by inhabitants of the locality. These facts forcibly prove that the mine, in the opinion of those best qualified to judge, is one of more than ordinary value.

The directors have determined not to call up more than £7 10s. per share, leaving £15,000 reserve on the first issue, as an ample guarantee for all engagements that may be entered into by the company.

Prospectuses and forms of application for shares may be obtained of the bankers, brokers, solicitors, or of the secretary, at the temporary offices of the company.

Applications for shares must be made in the usual form, accompanied by a deposit of £1 per share. If no allotment be made, the deposit will be returned in full; and if a less number be allotted than is applied for the surplus will be applied towards payment on allotment.

TO CONSUMERS OF STEAM POWER.
NATIONAL BOILER INSURANCE COMPANY
(LIMITED).
145, CHEAPSIDE, LONDON, and 22, ST. ANN'S SQUARE, MANCHESTER.
Inspection and Insurance of Land and Marine Boilers effected.
G. HOWARD FENWICK, Managing Director.
J. H. TILLY, Secretary.

MR. CHARLES BAWDEN, MINE AGENT, ST. DAY.
ACORRIER, CORNWALL, from recent inspections, is in a position to advise what mines to invest in, and what to avoid, two of which he will guarantee all loss for one-half the profits for the next six months. Terms for inspection and report, £2 10s. per day.
WANTED TO PURCHASE, 30 Trevaun shares.

MR. D. STICKLAND, M.E., having had upwards of 40 years' mining experience in Cornwall, several years of which he has had the entire management of mines therein, enables him to GIVE GOOD ADVICE thereon.

MINES INSPECTED AND FAITHFULLY REPORTED ON. DEALER IN MINING, RAILWAY, AND OTHER SHARES.
His monthly Circular forwarded on receipt of six postage stamps.
Cridids Mine, St. Issy, Padstow, Cornwall.

BARRETT AND CO., 9, SPRING GARDENS, CHANCERY
CROSS, STOCK, SHARE, AND FINANCE BROKERS, transact business of every kind in British, Foreign, and Colonial Stock, Shares, Bonds, Docks, Debentures, Mines, Miscellaneous Investments, including American Government Securities, Confederate States Securities, Spanish, Mexican, and other stocks, and are in direct communication with the principal bankers and brokers in all European towns and cities, to the Federal and Confederate States, and in the Canada. The earliest and most accurate information received on monetary matters. Investment Circular gratis.
9, Spring-gardens, S.W., March 4, 1865.

APRIL 20.—The Coal and Iron Trades here continue good, and most of the large works are extremely busy, the orders for iron finished, and for pipes, machinery, &c., being plentiful, and very extensive. The Easter holidays consequently are not so much noticed, many of the works proceeding as usual, and scarcely making a pause for one of the greatest holidays throughout the year. The men at most of the large ironworks and machine shops are, of course, earning large wages, and have at present good prospect for employment during the year. The demand for coal was certainly never better than at present in the North, and the vend of coal for home consumption and for exportation will probably be larger during the present year than in any former year. The official accounts rendered will, of course, show the quantities of coal shipped coastwise and overseas, and also sent to London by rail, but the quantity consumed on the spot can hardly be expected to be so accurately accounted for, consequently the total quantity raised is in some respects uncertain, and as the home consumption in those counties is continually increasing, the total quantity raised during the present year will prove enormous; nor is it at all likely that the supply, here at least, will fall for some ages to come, as new seams are being discovered, and many of those seams which have lain dormant for the last 40 or 50 years, as they could not be worked profitably, are now being brought into operation. Most of the coalworks are going on prosperously, and the men earning good wages; but it appears that some misunderstanding has taken place at Seaton Delaval Colliery, as they have advertised, warning other men to keep away from the colliery until they have made an arrangement with their employers. It is hoped that this misunderstanding will be only temporary. There is a

want of men at many collieries, and to-day a number of men—about 80, we believe—have arrived from Scotland, bound for Washington Colliery, where a want of men has been felt.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

APRIL 20.—The dispute in the Iron Trade in South Staffordshire is now over. On Saturday last a number of the masters met deputations from the puddlers in and near Wolverhampton, to confer on the subject of the proposal by the latter of establishing Courts of Arbitration to settle future disputes. The interview was private, but it was understood that it was most frank and open on both sides. The masters expressed a desire to consider the suggestion of the men, but pointed out many reasons, as was done last week in this letter, why Courts of Arbitration could not settle the question of the rates of wages. The real reason is, that no data could possibly be afforded by which the question could be determined; and it was also suggested, as an argument against arbitration of any sort, that whilst the award could be easily enforced against the masters, whose capital was invested in tangible property, the workmen might be scattered over the kingdom by the time an award was made unfavourable to themselves. This is a feeble argument, for usually the masters would have wages in hand; and it could be provided that he should retain, or pay into Court, a certain amount. At present, if a master finds fault with his men, his remedy is to send them to the tread-wheel. The question is, whether this is a desirable means of enforcing contracts, or the best practicable means of doing so. As to the question of wages, which is, no doubt, the main ground of difference, it must be clear to anyone who reflects on the question, that no Arbitration Court can settle the question, which must be regulated by the law of supply and demand. This has for years been working in the interest of the men, and would do so yet more effectually were it not that by the system of paying all alike, the superior artisans can only advance by dragging after them the lazy, the unsteady, and the unskilful. If wages varied amongst artisans according to their real value, the remuneration of the superior men would rise much more rapidly than at present.

The masters promised to consider a proposal for adjusting wages on the old plan, according to the price of iron. The men are now nominally receiving 1s. per ton and 10 per cent. more than they did under the old scale, and probably it is proposed to admit this as the normal relation between the price of iron and the rate of wages for the future. Many difficulties must, however, attend any such proposal. First, what is the price of iron? What has been understood to be the price for this purpose is the rates fixed by the South Staffordshire Ironmasters' Association, but this is getting year by year less and less regarded, and probably at present scarcely anyone is realising the full price. Again, this principle involves frequent changes in wages, which lead to constant disputes. It would be far better to adopt a rate which, except in cases of a great change, would not be altered, than to be changing wages with every rise and fall in the price of iron. Such a principle does not prevail in other trades, and in the iron and coal trades rents and royalties do not go up and down with the market value of iron. There are more men at work in North Staffordshire, and the general opinion is that they will gradually return to work. It will be well if masters and men each bear in mind a lesson from this contest. The former would be wise frankly to recognise the men's Unions. Whether good or evil, these organisations will continue. The masters may be on tolerably friendly terms with those who direct them, or they may, by ignoring them or treating them with hostility, render them disposed to pursue a combative course. On the other hand, the men should learn that their interest is to make themselves as really valuable as possible, and, as far as is practicable, to promote in a kindly spirit the interests of their employers. If the two have more frequent opportunities of intercourse the disputes between them would be greatly narrowed down, and would be far easier of adjustment.

The Iron Trade is dull. Some of the works are executing orders kept back owing to the lock-out, but the orders coming in are very small. Pig-iron is scarcely selling at all. South Staffordshire mine pigs range from 3s. 5s. to 3s. 12s. 6d., with exceptional qualities at 3s. 15s.; hematites are about 3s. 7s. 6d.

A good deal of discussion has taken place respecting a co-operative movement in Wolverhampton on the part of the makers of the common stock-locks. Mr. Hughes (of "Tom Brown's School Days") has appealed to the public for the men, who, he stated, say the masters are underselling them, with a view to stop the attempt to make locks on the co-operative principle; and the masters reply that the men first began underselling, and they predict that as soon as trade becomes bad this co-operative effort will fall to pieces. The men seem in earnest. They have been at work for nearly 12 months, and they are repaying the money advanced to them. They will do well to accumulate a capital on which to fall back, so as to meet the pressure of bad times. It is to be hoped that the experiment may succeed, for it is plain that co-operation is the most hopeful law the working classes have ever employed to raise their social position.

At the Newcastle-under-Lyne Petty Sessions, on Monday, James Davies, an underlooker at the Silverdale Colliery, was charged under the 16th special rule of the Coal Mines Inspection Act with neglecting to examine all parts of the pit on April 5, before the men proceeded to their work. It appeared from the statement of Mr. Bostock, a manager, that on the morning in question a man was burnt in the Great Row Pit, by an explosion on the north side, but that he was in a fair way for recovery. The defendant admitted that he had not examined that part of the works, but said that he cautioned the man who had been injured. Instead of which he stuck his candle on the mouth of the sheet and brushed the gas upon it, which caused the explosion. The defendant was said to be a careful, steady man, on the whole. A fine of 5s. and 10s. 6d. costs was inflicted. It is to be regretted that we scarcely ever hear of cases of proceedings like the above except in case of accidents.

REPORT FROM DERBYSHIRE, YORKSHIRE, AND LANCASHIRE.

APRIL 20.—The Iron Trade continues in a healthy state, and now that an arrangement has been entered into between the masters and men a number of orders which were held in abeyance have been given out, and there is a prospect of an increasing trade. Indeed, at Leeds and Manchester, where during the lock-out a number of orders found their way, the effect has been that whilst the greater part of the iron-producing districts have been paralysed, they have been most actively employed in the execution of a number of orders which were originally intended for other firms. There is a good enquiry for sheets, bars, and railway iron generally, and at the present time there are fewer blasts out than have been known for some time past. The Coal Trade is in a quieter state than for some time past, owing to the advent of warmer weather, and the lessened production occasioned by the lock-out at the ironworks. Prices of the hard or better quality of material required for marine engines and locomotive purposes is fully maintained, but for other sorts the rates are not so well kept up.

There was an open-air meeting of miners held on Dodworth Common on Good Friday, at which it was computed that there were 2000 colliers present. Mr. J. Normansell, agent of the Miners' Association of South Yorkshire, presided, and he congratulated the men on the peace which happily prevailed between the colliers and the coalowners. He set forth the advantages of joining the association which he represented, and then cordially eulogised its advantages, and asked the assemblage to join it. Resolutions were passed to the effect that it was desirable all colliers should join, and the impression created was decidedly favourable to that view. The increase in the South Yorkshire coal trade has induced the Great Northern Railway Company to considerably augment their mineral rolling stock. The daily increase from the South Yorkshire district is estimated at 1500 tons over the returns of last year. In addition to the new rolling stock, the company have provided themselves with twenty new engines, and with this additional power it is said that the company will scarcely meet the requirements demanded of them.

The Staveley Coal and Iron Company stands at the head of all the limited liability companies of recent formation. The company have just declared a dividend of twenty-five per cent.,—so that it will only require three more dividends to pay off the whole of the subscribed capital. The company is formed of 1000 shares, of which 600 only is paid up, and they are quoted at 142 premium. It is said by eminent mineral men, that though the valuation of these extensive works amounted to 600,000l., they have been almost given away at that price. Certainly it would seem, from the dividend alluded to, that there is something in them of great value. The late Mr. Barrow, who founded them, and whose personal estate has been sworn at 500,000l., obtained some advantageous leases of the minerals, which are now selling immensely in favour of the new company. The late Mr. Seymour's position at these works as the resident viewer has

been filled by the appointment of Mr. Campbell, engineer of Matlock, and a most judicious selection has been made. Mr. Campbell was connected for many years with the late Mr. George Stephenson, the founder of railways; and it is reported of that eminent personage that, when he was being examined before a Committee of the House of Commons, he declared that Mr. Campbell was the best engineer he ever had any connection with. So far as regards the management of large bodies of working men, Mr. Campbell is unapproachable. He is the engineer of the new line of the Midland from Buxton to New Mills, and in his connection with the Midland Company he has many times distinguished himself.

The applications for Letters Patent include—Mr. George Mountford, Grasscroft, for an improved metallic composition for cleaning, burnishing, and grinding articles of cutlery, edge tools for cutting instruments, and for grinding the cards or rollers of carding-engines, and the surfaces of cylinders and covering rollers for various kinds of woolen and cotton machinery; Mr. Wm. Speakman Tates, Stamford-street, North-street, Leeds, for improvements in machinery for folding fabrics for pressing; Mr. Charles Forster Cockerill, Cannock, for improvements in pipes for conveying water and gas, and for other like purposes, and a new or improved composition for joining the said pipes and other similar pipes; Mr. Seth Dawson, Springfield, near Moseley, Mr. J. Burgess, Saddleworth, and Mr. John Wilson, Moseley, for improvements in metallic pistons; Mr. James Rippon, Sheffield, for improvements in apparatus for lubricating spindles, shafts, or other frictional surfaces; Mr. C. Turner, Bingley, and Mr. T. Room, Burnley, for improvements in looms for weaving; Messrs. T. Newbigging, and A. Hindle, Bacup, for improvements in wet gas-meters.

REPORT FROM MONMOUTH AND SOUTH WALES.

APRIL 20.—There is a lukewarmness evinced by buyers of iron in entering into transactions, which indicates that they look forward to lower prices prevailing; in fact, some of the Liverpool and London houses make no secret of this belief—that is, provided the works in Staffordshire and the North of England go on as expected. The only redeeming point of importance is the likelihood that the success of the Federal arms may bring the American war to a close, and then it is probable that the demand from that country will improve considerably. The makers of the district continue to have their books, as a rule, well filled with orders, and there is no lack of employment at the works. Quotations remain without material alteration. The tin-plate trade is not quite so dull as it has been, and for both coke and charcoal there is a better enquiry. The latest American intelligence is believed to have been the main cause of this improvement. Steam coal is in active demand, and the collieries are in pretty regular work. House qualities command an average sale.

The Ebbw Vale Company (Limited) have just entered into an arrangement for the working of the West Somerset Mineral Railway. The agreement is for a term of 55 years, during which time the Ebbw Vale Company covenant to pay interest to the shareholders and mortgages at the following rates:—On the class A shares, 32,500l., at 6l. per cent. per annum; and on the class B shares, and the loan capital (not exceeding together 72,500l.) at 5l. per cent. per annum. The West Somerset communicates with the extensive iron ore mines of the Ebbw Vale Company, at Brendon Hills, and this accounts for the company leasing the railway.

The Ashton Vale Iron Company's rolling mills are being erected under the superintendence of Mr. Thomas Ellis, and will be of the most complete and substantial character. The site chosen is all that could be desired, being within a short distance of the present works, and in immediate connection with the railway now in course of construction from Portishead to Bristol. There is an abundance of water, and the ground has been obtained very reasonably.

It is a matter of regret to report that the dispute between some of the old hands employed by the Neath Abbey Coal Company and their employers is not yet at an end. At the Neath County Court, on Monday, an action was brought by William Davies against the company for 5l. 12s. wages, alleged to be due, and the particulars of the claim on the summons were as follows:—"The claim is for 5l. 12s. for one month's wages, and for remuneration and compensation at 4s. 8d. per day for one month, during which the plaintiff has, by a neglect and breach of duty in the contract incurred by the defendant, depriving him of the opportunity and preventing from working as a collier at the Great Main Pit, Bryncoch, Neath, Glamorganshire." Mr. Roberts, of Manchester, appeared for the plaintiff, and Mr. Tripp, of Swansea, for the defendants. Mr. Tripp made a formal objection to the summons, on the ground that the particulars were defective. There was no date mentioned on the summons, and the plaintiff had not specified what portion of the sum claimed was for wages, and what for the breach of contract. Mr. Roberts said he was content to strike out the words "one month's wages," and go for a month's compensation only. Mr. Tripp said he could not conduct the defence without precise particulars being furnished. His Honour remarked that, perhaps, there would be no objection to amend the summons, and hear the case at the next Court. Mr. Tripp said he should certainly object to an amendment of the summons. After some further discussion, His Honour held Mr. Tripp's objection to be fatal, and the summons was dismissed. It was arranged that another case should be entered and tried on June 14 next. Mr. Roberts afterwards addressed the men at a public-house. He entreated them to be more provident in their habits, more especially as regards drink, to educate their children, to support a newspaper to advocate their own interests, and to contribute weekly to a fund for these purposes, as well as for employing a solicitor that they had confidence in to conduct their case.

The award in the case which has been long pending between Mr. H. K. Eaton, of Swansea, and the Llanelly Railway Company, in reference to the timber-yard required for the construction of the Dunvant Valley Railway, has been at length made, and the sum of 9430l. has been awarded to Mr. Eaton. The amount claimed was 12,000l.

SLATE QUARRIES AS AN INVESTMENT.—Among the various enterprises that are now before the public for the development of slate quarries, few would seem to possess such general encouraging characteristics, and such facilities for working, as the Tremadoc and Raltwon Quarry, situated a short distance from Portmadoc, North Wales, for the acquisition of which a respectable organised company is in course of formation. This quarry, then known as the Ty-Cerrig, was worked some two years since, upon a scale, although somewhat limited, yet amply sufficient to prove that it is fully capable of producing the best quality of slate, and at a most remunerative price, which, of course, will be gradually increased as the development of the quarry is extended. But as regular returns of slate can at once be produced, arrangements have been made whereby a minimum interest is secured for the first and second years at 8 per cent. upon the capital subscribed. As the demand for slate both for home and foreign consumption is continually increasing while the supply is diminishing, slate quarries, when fairly laid out, and economically and judiciously managed, may be safely regarded as desirable investments. It should be mentioned that a line of railway runs through the quarry, and that a port of shipment is within two miles. Already half of the necessary capital has been subscribed, and the shares are quoted at a premium.

THE SCOTCH COAL AND IRON TRADE.—Two somewhat important meetings have been held in Glasgow during the past week. On Monday at a meeting of miners' delegates it was resolved that a society for emigration purposes should be formed in every mining district in Scotland. It was stated that 100 miners had left Glasgow for America within the last fourteen days, and that arrangements have been made for others to follow forthwith. It was ordered that each person intending to emigrate should pay 6d. per week, that sum being presented on the day of sailing. On Wednesday the ironmasters and their workmen met with a view to consider what arrangement could be made regarding a reduction of wages. The men proposed the adoption of the North of England prices, whilst the masters suggested an average of the rates paid in the different districts of England. The meeting was ultimately adjourned for further information. It appears that a large number of puddlers and millmen have left Glasgow, Coatbridge, and Motherwell, for the North of England, where they are engaged at higher wages than can be obtained in Scotland.

CLEVELAND IRON TRADE.—State of the blast-furnaces of the district on March 14, 1865:—

Place and owners.	In.	Out.	Total.
Easton—Bolckow, Vaughan, and Co. (Limited)	9	—	9
"Clay Lane Company	6	—	6
"South Bank Company	5	1	6
Cargo Fleet—Jones, Dunning, and Co.	3	—	3
"Cochrane and Co.	4	—	4
"Gillies, Wilson, Pease, and Co.	3	2	5
Middlesbrough—Bolckow, Vaughan, and Co. (Limited)	4	—	4
"Hopkins and Co. (Limited)	2	—	2
Port Clarence—Bell Brothers	6	—	6
Norton—Warner, Lucas, and Barrett	3	—	3
Stockton—Holdsworth and Co.	3	—	3
Ferryhill—Rosedale Iron Company (Limited)	3	—	3
Newport—R. Samuelson	3	—	3
Thornaby—W. Whitwell and Co.	3	—	3
Darlington—South Durham Company	3	—	3
Witton Park—Bolckow, Vaughan, and Co. (Limited)	4	—	4
Stanhope—Weardale Iron Company (Limited)	0	1	1
Towlaw—Weardale Iron Company (Limited)	4	—	4
Consett—Derwent Iron Company (Limited)	6	12	18
Total	74	17	91

STATEMENT OF FURNACES BUILDING.

Middlesbrough—Hopkins, Lloyd, and Co.	4 nearly ready.
Easton—Bolckow and Vaughan	2½ completed.
Fighting Cocks—Middletown Iron Company (Limited)	2 nearly completed.
Ferryhill—Rosedale Iron Company (Limited)	4 nearly ready.
Easton—South Bank Company	3 commenced.
Middlesbrough—Stevenson, Jacques, and Co.	3 ditto
Newport—Samuelson	1 commenced.
Cargo Fleet—Swan, Straubenzee, and Co.	2 ditto
Carlton—Bastow and Co.	2 half completed.

—Darlington and Stockton Times.

At the mines of Traversella, in Savoy, it is said magnets revolving on a wheel are used to pick up the iron from the powered ore, leaving the copper-pyrites.

PRACTICAL ENGINEERING.

Under the title of "A Record of the Progress of Modern Engineering, 1864: comprising Civil, Mechanical, Marine, Hydraulic, Railway, Bridge, and other engineering works, with Essays and Reviews," Mr. William Humber, A.I.C.E., &c., has just issued, through Messrs. Lockwood, a very handsome volume of plates of engineering works, accompanied by the necessary descriptions, and preceded by a brief, yet interesting biographical sketch of Robert Stephenson—an admirable and very striking photograph of whom is given by way of frontispiece. Mr. Humber observes that the many inconveniences which attended the issue of the monthly parts has induced the adoption of a different course, and that henceforth only half-yearly or annual volumes will be published, as circumstances dictate. Endeavouring to make the work as interesting as possible, and being of opinion that there was a deficiency of information relating to docks, the author has selected the Low Water Basin at Birkenhead, combining five distinct features—dock and gates, swing-bridge, landing stage, sluices, and hydraulic machinery for opening and closing the gates and sluices; and the Albert Harbours, Greenock, as affording a wide field for study. He has illustrated the latest practice in bridge construction, by giving the details and a full description of the London, Chatham, and Dover Railway Bridge, over the Thames at Blackfriars. He has also given four examples of railway viaducts, with their respective costs, the iron roof of the Charing Cross Station, and some details of the Dublin Winter Palace.

To the young engineer Mr. Humber's work will prove of the greatest importance, since particular care has been taken to direct the reader's attention to the points of especial professional interest. The first chapter is the letter-press portion of the book is devoted to the consideration of Iron Railway Bridges, and he then treats of the Coating of Iron Structures to Prevent Oxidation; the Economy of Steam Machinery; and Harbours, Ports, and Breakwater, Modern and Theoretical; the student being thus well prepared for the study of the descriptions of the various plates which follow. Plates 1 to 15, inclusive, relate to the Birkenhead Docks, Low Water Basin; these are succeeded by three of the Charing Cross Station Roof; one of the Digs Well Viaduct, and one of the Robbery Wood Viaduct, both on the Great Northern Railway. A plate, showing the various forms of metallic and mineral permanent way follows, and there are next plates of the Clyde and River Ebbw viaducts, on the Merthyr, Tregader, and Abergavenny Railway; of the College Wood Viaduct, on the Cornwall Railway; and three of the Dublin Winter Palace. The next six plates relate to the London, Chatham, and Dover Railway Bridge over the Thames at Blackfriars, and four of the Albert Harbour, Greenock. The entire work gives evidence of the display of a large amount of care and judgment by the author, both in the selection and arrangement of the materials, whilst the manner in which the volume is got up reflects the greatest credit upon all concerned—the printing is excellent, and the plates have been lithographed by Messrs. Sprague in the best possible style. The book is one which cannot fail to be most favourably received, from its inherent worth and great value to the engineering profession.

THE APPLICATIONS OF GEOLOGY TO THE ARTS AND MANUFACTURES.

Although there may be some adventurers in mines who take but little interest in anything connected with mining except the dividends paid, by far the greater number desire to possess at least a general acquaintance with the broad principles of the science upon the application of which by their workmen the success or failure of their business, in a great measure, depends, and cases not unfrequently occur in which even a very moderate knowledge of geology can be turned to good account in connection with industrial pursuits. Prof. Ansted's volume of lectures* will, therefore, be welcome to a large number of readers, who lacked the opportunity of attending the course at the time of its delivery. The Professor first treats of Agricultural Geology, and observes that he is not without a sense of the difficulties that lie in his way—the facts being numerous that they could not be brought forward in the time at disposal, whilst the generalisation, without facts and statistics, he could not expect the importance of his conclusions to be appreciated. He explains that we have to employ the earth as it is presented to us by nature, and to do so we have to discover and remove from the earth the means of using this same earth to advantage. With the aid of stone, stone implements were first made. With these, and with fuel grown on the soil, the soil itself was prepared for better crops. Copper and iron were thus obtained, and by their aid, again, other and better implements were constructed. By slow degrees, but still a very early period in the history of civilisation, men were enabled to cultivate, to construct, to engineer, and to work metals, and in all these matters they were learning and applying geology. By practising a mechanical art they gradually learnt the principles of a science. As it has been in other sciences so it was in geology; the science and its principles were once thought lightly of, because the practice had advanced in without their help.

In the chapter on Agricultural Geology the broad principles of the science are given, and the mineral and geological conditions which must combine to make a soil productive are carefully explained, particular care being taken throughout that the reader shall fully comprehend the reason that these necessary conditions must exist. The succeeding lecture is devoted to Springs and Water Supply, and this is followed by Minerals from Superficial Deposits, the latter being an exceedingly interesting chapter. The Professor commences with the sands used in various manufactures, either as part of the manufacture, as in the case of glass, or for moulds for metal casting; and then proceeds to sands consisting partly of, or containing, valuable minerals, as gold, diamonds, iron ore, &c.; plastic clays, or clays tenacious enough to be worked up with water into definite shapes, used either simply sun or air-dried, or after burning; and various of them used in construction, but not till they have been calcined. In subsequent chapters the building stones only requiring to be shaped into the several forms, and some kinds of ironstone and copper ore forming strata in the earth; and of metals not bedded, but existing in mineral veins or in crevices and fissures in rocks are treated of.

To the readers of the Mining Journal the fifth and sixth lectures will, probably, prove the most attractive, since they treat respectively of Ironstone and Coal; and Minerals Veins, Ores, and Mining. In the chapter on Ironstone and Coal the various descriptions of iron ore and of coal are referred to, and the several modes of working by long wall, pillar and stall, &c., are explained. In the concluding chapter mineral veins, their contents and the methods adopted to extract their contents, are very ably treated, the explanations of the Professor being rendered particularly lucid by the several diagrams by which they are accompanied. He remarks that the mining districts of the world, so to some extent, indicated in a good geological map; they occur chiefly where rocks have been metamorphosed, where granites and alates and certain schistose rocks, called by the Germans grauwacke, are found; they are to be looked for among the mountainous regions rather than in the great plains or water-worn hills; they belong rather to the barren than the cultivated areas. Where granite or similar rock appears, where the contact of granite with sandy and clayey materials has been made evident by change induced in the sands and clays, and where limestone is hardened, broken, and disintegrated, in these places we may look for, and shall generally find, crevices and fissures more or less systematically grouped, and in these fissures crystalline minerals and ores are here and there distributed. Thus, then, we may know where to expect mineral wealth, and if in such districts ore is found in the streams or gravel we may trace it up to the rock whence it originally came, and thus learn the nature, direction, and extent of the various lodes.

The book is throughout well worthy of attentive study, and when it is considered, as the Professor very truly states, that geology applied to the arts is a subject of the most vital interest to all of us, it cannot be doubted that the readers of the Lectures will be very numerous.

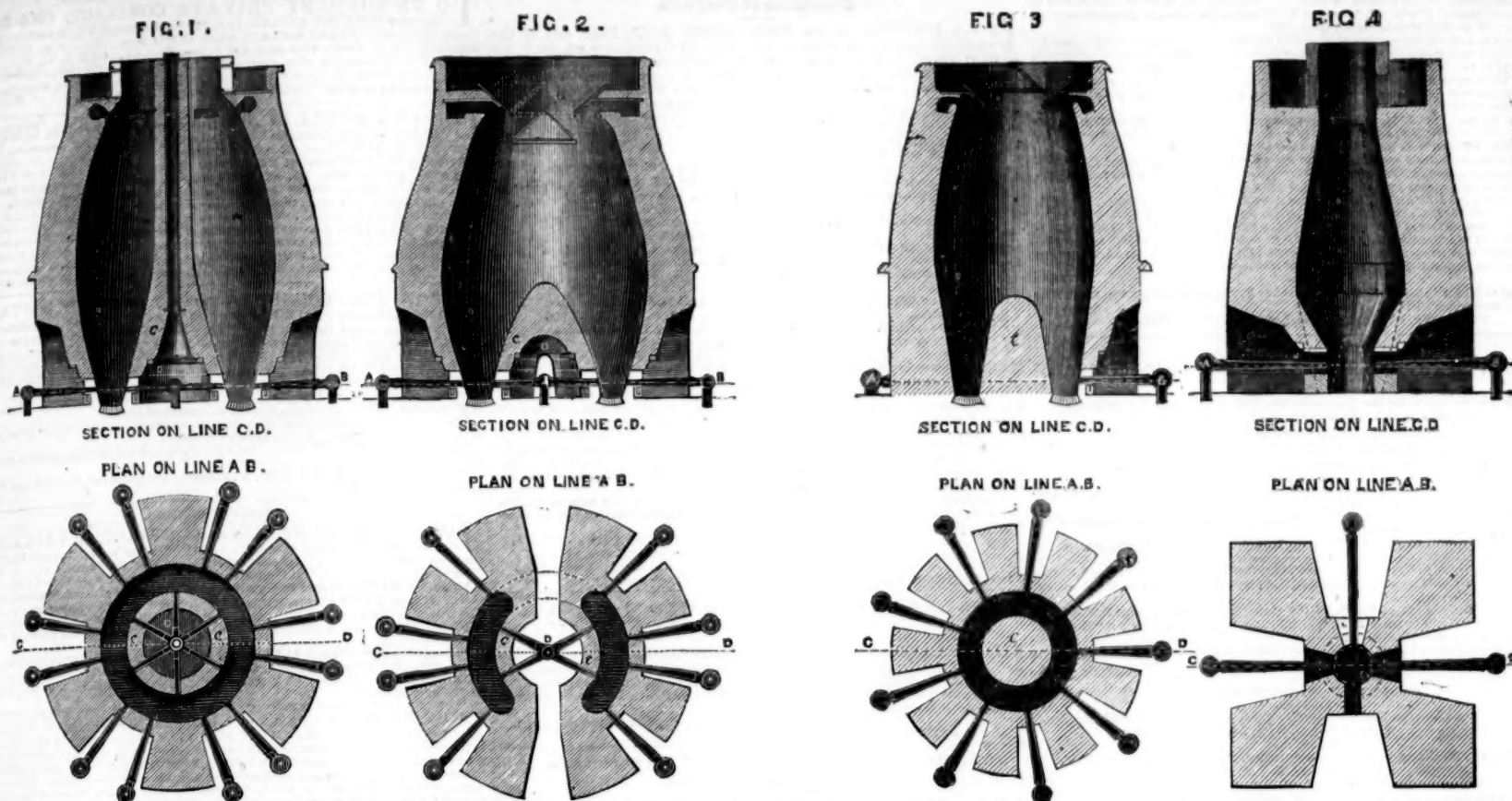
* "The Applications of Geology to the Arts and Manufactures."—Six Canter Lectures delivered before the Society of Arts. By D. T. ANSTED, M.A., F.R.S. London: Robert Hardwicke, 195, Piccadilly.

"HANDBOOK OF THE STEAM-ENGINE."—The title-page alone of the new work by Mr. JOHN BOURNE, C.E. (just issued through Messrs. Longman), is sufficient to secure it extensive patronage; for a "Handbook of the Steam-Engine," containing all the rules required for the right construction and management of engines of every class, with the easy arithmetical solution of those rules, is just such a handbook as many young engineers must often have looked for in vain. Mr. Bourne has spared no pains to render it as chiefly addressed, and remarks that if he might infer the probable reception of the work from the numerous enquiries addressed to him from all quarters of the world during the last ten years, touching the prospects of its speedy appearance, he would augur for it a wider popularity than any work he has yet written. With regard to the use of the work, we think it is not alone by the imperfectly educated engineer that it will be used, unless under the term Mr. Bourne includes those who are still in the position of students. The entire work is written in that explanatory style which would be adopted by a competent engineer in instructing his pupil—a style intelligible to all, and calculated to lead to the utmost efficiency. On a future occasion we may refer more fully to its contents.

ANCIENT SHIPBUILDING IN ADVANCE OF MODERN.—Capt. G. F. Goble has during the past week submitted to us an elaborate series of working drawings connected with wood and iron shipbuilding, copied from original diagrams found in the Summer Palace of the Emperor of China, and supposed to be many thousands of years old. The construction of the vessel is in every way remarkable, especially considering the great antiquity claimed for it; the hull, masts, sails, screws, &c., being the product of a character equal to the most approved arrangement of the present time, or considerably in advance of them. Capt. Goble is seeking the co-operation of a few antiquarians, or others interested in the subject, in order that a working model of the vessel may be built, and there appears to be no doubt that many very material advantages will be gained as compared with any ship at present afloat. Not only are the several portions of the ship itself of the highly efficient character described, but even the chain cables are apparently superior to those now in use, though totally different in construction; they are said to be capable of bearing a strain of 10,000 tons.

THAMES TUNNEL COMPANY.—Receipts for the week ending April 15, 577. 11s. 6d.; number of passengers, 13,818.

IMPROVEMENTS IN BLAST-FURNACES.



The probability that an increased economy of fuel and a cheaper iron would result from the enlargement of the blast-furnace has long been recognised, but although from time to time new forms of furnaces have been introduced, in order to secure the greater area without the necessity of increasing the pressure of the blast, the old form of furnace is still that generally in use. Some few years since great expectations were entertained of the elliptical furnace, and the trials made with it were, so far as we are aware, satisfactory, yet it is now but rarely heard of, and has never been extensively adopted; it having been considered by many that, although it rendered means of supplying large furnaces with a lower pillar of blast than could be applied to an ordinary furnace of an equal capacity, its elliptical form rendered it in point of strength inadequate. It was also considered that it would consume more fuel per ton of iron made, from the fact that an "elliptical" form presents more surface for radiation than would a "circular" form of equal area. Another mode of obtaining a large furnace, and at the same time of materially economising the heat developed, has now been patented by Mr. MORGAN MORGAN, of Brendon Hills, Somersetshire. It appears that many of the ironmasters, both in the North and in Wales, are alive to the benefit that would be derived from its adoption, particularly the saving of fuel, and the more uniform and intense heat generated by uniting such a large mass of glowing materials together; the result is a much larger quantity of iron reduced out of the ore, and of better quality. As the inventor very truly remarks, it reflects but little credit upon our country that the slag of some of our blast-furnaces contains as much as 8 or 10 per cent. of iron sent as worthless into our slag-tips, and nearly all the manganese which the ore contains (which is the best purifier we have for the iron in combination with its ore) is going in the same way to the slag-tips. It is considered that until blast-furnaces are used of much larger dimensions, and in which a much higher temperature is maintained, a difficulty will always exist in reducing spathose and magnetic ores. They generally work cold and sluggish, except at high temperatures. This plan must be adopted soon, so as to make iron in this country (with its beautiful spathose and magnetic ores in Cornwall and Devon), fit for the Bessemer process, instead of buying from continental markets.

The chief feature in Mr. Morgan's invention consists not only in building the furnaces upon a larger scale than at present, but also in making them with a central core, which forms an annular hearth in the furnace, and causes all its contents to be brought completely under the action of the blast, the core also (if built hollow) enables the blast to be introduced from its centre as well as from the outside of the furnace, and will thus remedy all the objections hitherto feared and experienced in building

blast-furnaces upon a larger scale, the "difficulty of getting the blast (unless used at a very high pressure) to thoroughly permeate the materials found in the centre before they reach the hearth," for the hearth of a furnace of any dimensions may be so formed by the core that no particle whatever in the furnace shall pass the line of tuyeres without being thoroughly acted upon by the blast. In the accompanying engraving, Fig. 1 shows plan and section of a furnace with a hollow core, C, extending to the top, which core may be entered at the bottom; D, chamber inside of core. The high pillar in Fig. 1 can be used for conveying the hot blast to the tuyeres inside the core, or in some cases it may be used for conveying the waste gases off from the tip. Fig. 2 shows a furnace with a hollow core, C, which is shown as entered at the sides, and the hearth divided, but if required the hearth may be continued under the entrance arches, as shown in dotted lines on plan; D, chamber inside of core. This core can be entered at the bottom, as in Fig. 1, if preferred; in this case the hearth would be all in one, as on plan of Fig. 1. Fig. 3 shows a furnace with a solid core, C, which forms a hearth that will admit of building furnaces upon a large scale, and introducing blast from the outside only. Fig. 4 explains, in dotted lines, how the improvement may be adapted to furnaces of the present construction of about 18 ft. diameter. Figs. 2 and 3 represent an improved charging-apparatus, which consists of a cast-iron cone, nicely fitted in a surrounding tundish, which is fixed; when the cone is lowered it glances off the coke, &c., to the circumference of the furnace, when it is raised the fuel, &c., drops into the centre; with this apparatus a furnace may be charged very uniformly.

The advantages which Mr. Morgan claims for his invention are both numerous and important. He can reduce any quantity of iron out of the ores from 300 tons per week upwards with one furnace, at the same time using lower pressure blast than is applicable with the ordinary existing furnaces. He considers that the blast will permeate and search the materials much more uniformly, inasmuch as it can be directed from inside the core, as well as from the outside circumference, whilst the number of tuyeres can be so increased that a furnace of any required capacity may be constructed, and sufficient blast introduced to effect a complete introduction of all the ores. With regard to the radiating surface, he shows that in a furnace built upon his plan the diminution is considerable; he states that one of his patent furnaces (say) 32 feet diameter, compared with a 16-foot diameter furnace of the ordinary construction, in proportion of the cubical contents of each, will be—16-ft. furnace of ordinary construction = 50 ft. high = 2000 feet radiating surface; 32-ft. furnace, patent plan, 50 ft. high = 4000 ft. radiating surface; but as the latter furnace contains four times as much as the 16-ft. furnace, the radiating

surface is, therefore, much reduced, and in virtue of uniting large masses of glowing materials in the latter furnace, it will certainly produce in the same time as much as six of the former furnaces. The saving of fuel will, he estimates, be at least one-third, whilst the uniform and increased temperature generated by concentration in such large masses of glowing materials will give lines of equal temperature nearly horizontal, and the most refractory ores will be reduced with ease, and quite fluid. He maintains that a larger quantity, and improved quality, can be got out of the same ore by reason of a higher and more uniform temperature being maintained in the mass of materials, and that the chance of bridging and scaffolding is much diminished by the increased diameter of the furnace and the uniform heat maintained. In the ordinary furnace it is not an uncommon thing to find one side scouring and working fast, while the other side would be scaffolding; this is accounted for by a much higher heat being located on one side than the other, and the result is that we have different sorts of iron made in a few hours. And, lastly, he observes that there is likewise advantage from the concentration of labour under the direction and superintendence of one responsible man. Mr. Morgan estimates the saving effected by the patent furnace per ton of iron made according to the present cost, thus—

Cost for compressing blast to 3 lbs. per square inch = 1s. 6d. per ton of iron made;	
One-third of this saved in consequence of consuming less carbon in the furnace 0s.	
One-third less engine wear, ore, hemp, tallow, &c.	0
Increased quantity reduced out of the ore, and improved quality (value)	2
One-third carbon economised in the furnace, average (say)	7 0
Total saving per ton	10s. 9d.

With a view to strengthen the furnace and pillar, the inventor states that he sometimes ties them together in one or more places by brickwork, the annular space is then formed into distinct or separate hearths, according to the number of ties; such hearth may be furnished with a tapping-hole, or, if preferred, the hearth may pass under the ties, and form one annular space. Now, although it may have been advisable to claim this arrangement in the patent, we do not think it would generally be found advisable to adopt it in practice, and we should also consider that the arrangement shown in Fig. 1 is objectionable as compared with Figs. 2 and 3, since it has little more advantage than two or three small furnaces, and being much more complicated would be considerably more expensive to keep in repair. We hope shortly to be enabled to give an account of the results obtained with the furnaces in regular operation, but in the meantime it may be observed that the inventor is practically connected with the manufacture of iron, and would not, therefore, be likely to propose an arrangement which did not at least promise to be successful.

THE RUSSIAN (VYKSOUSKY) IRONWORKS COMPANY (LIMITED).

To be incorporated under the Limited Liabilities Act of 1862.
Capital £200,000, in 20,000 shares of £20 each.
Present issue 15,000 shares.
Deposit £1 on application and £4 on allotment. Beyond which it is not intended to call up more than £6 per share.
No call to exceed £3 per share, nor to be made at intervals of less than three months.

DIRECTORS.
W. AUSTIN, Esq. (Director, Metropolitan Railways).
ARTHUR G. CHAPMAN, Esq. (Director, Smith, Knight, and Co.).
M. CORN VAN DER MAEREN (late Judge, Tribunal of Commerce, Brussels).
Col. EISEY, H.E.I.C.S. (Director, Bank of London).
Col. FRENCH (Chairman, Bombay and Baroda Railway).
Hon. A. C. ROBERT, Esq. (Berkley-square).
JOHN MOLLITT, Esq. (Director, Ocean Marine Insurance Company).

SUPERINTENDING ENGINEER.—Charles Matthaei, Esq.
BANKERS.—Bank of London, Threadneedle-street and Charing-cross.
SOLICITORS.—Messrs. Edwards and Co., Delahay-street, Westminster.
BROKERS.—Messrs. Robins, Barber, and Dalley, Threadneedle-street.

AUDITORS.
Messrs. C. F. Kemp, Cannon, Ford, and Co., 7, Gresham-street.
Robert Smith, Esq., 6, Great Winchester-street.
SECRETARY (PRO TEM).—Courtenay Clarke, Esq.

OFFICES.—9, GREAT WINCHESTER STREET, OLD BROAD STREET.

This company is formed for the purpose of acquiring and extending the well-known ironworks, which have been established and in successful operation for a long period at Vyksa, in Russia.
The estate, which covers an area of 405,000 English acres, and contains 36,000 inhabitants, is most advantageously situated on the navigable river Oka (which flows into the Volga at Nijni Novgorod), and is within 66 miles of the railroad which connects Nijni Novgorod with Moscow.
The profits at the present time amount to about 537,000 silver roubles (about £70,000 sterling) per annum, subject, however, to a deduction of 72,000 roubles, being interest at 5 per cent., and sinking fund on a debt of 1,200,000 roubles due to the Russian Government, thus leaving a net annual profit of 465,000 roubles (£60,000). By arrangement with the proprietors, and hypothecation or mortgage to the company of their reserved interest in the estate, 87,000 roubles (£11,000), being about 7 per cent. per annum upon the whole capital proposed to be called up, is guaranteed to be first paid to the shareholders of the company; of the surplus profits (378,000 roubles or £49,000), three-fifths will belong to the present proprietors, and two-fifths to the shareholders, for a period of 37 years. Thus on an estimate of the profits at the present time, and without considering the improvements likely to result from an increase of capital, a dividend of about 20 per cent. per annum is shown upon the capital (£155,000) required to be called up. In the above estimate no account has been taken of the profits upon the manufacture of steam-boilers, &c., and it is anticipated that by the introduction of further capital and the development of the works, the returns will be more than doubled.
It is intended to create a sinking fund for the purpose of returning to the shareholders, at the expiration of 37 years, when the interest of the company will cease, the whole amount of the capital called up. On the determination of the lease, the proprietors bind themselves to have a valuation made of all the property above ground, and after deducting the present value, to pay to the company one-half of the difference in cash. Thus, in addition to receiving a highly remunerative dividend during the 37 years, at the end of that time the whole of their capital will be returned to the shareholders, with a considerable bonus.
Plans of the estate and works, the engineer's report, and other documents on which the above statements are founded, may be inspected at the offices of the company. Applications for shares to be made in the accompanying form. In the event of no allotment being made, the deposit will be returned in full. Should a less number of shares be allotted than are applied for, the deposit will be made available towards the payment on allotment, and the balance, if any, returned to the applicant.

Prospectuses and forms of application for shares may be obtained at the offices of the company, and of the bankers, brokers, and solicitors.

FORM OF APPLICATION FOR SHARES.
(To be retained by the bankers.)
To the Directors of the Russian (Vyksousky) Ironworks Company (Limited).
GENTLEMEN,—Having paid to your bankers, the sum of £ , being a deposit of £1 per share on shares in the above company, I hereby request that you will allot me that number, and I agree to accept such shares or any less number you may allot me; and I agree to pay the sum of £4 per share on allotment, and I authorise you to insert my name on the register of members for the number of shares allotted to me.
Usual signature
Name in full
Residence
By order of the Board,
Dated 1865. Profession

THE RUSSIAN (VYKSOUSKY) IRONWORKS COMPANY (LIMITED).—Notice is hereby given, that the SHARE LISTS of this company will be CLOSED THIS DAY (Saturday), the 22nd inst., for LONDON, and on MONDAY NEXT, the 24th inst., for the COUNTRY.
By order of the Board,
COURTENAY CLARKE, Secy.
Offices, 9, Great Winchester-street, Old-Broad-street, April 22, 1865.

IN THE MATTER OF THE LAGUNAZO SULPHUR AND COPPER COMPANY (LIMITED), and of the COMPANIES ACT, 1862.—THE CREDITORS of the ABOVE COMPANY are REQUIRED, on or before Monday, the 8th day of May, 1865, to SEND THEIR NAMES AND ADDRESSES, and the PARTICULARS OF THEIR DEBTS or CLAIMS, and the names and addresses of their solicitors (if any) to the undersigned, Charles Graham Carttar, the liquidator of the said company, at the offices of Messrs. Carttar and Harper, accountants, No. 7, Skinner's-place, Saxe-lane, in the City of London; and if so required, by notice in writing from the said liquidator, to come in and prove their debts or claims at the offices aforesaid, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.
C. GRAHAM CARTTAR, Liquidator.
SHEPPARD AND RILEY, Solicitors to the Liquidator.
Dated this 8th day of April, 1865.

THE LUSITANIAN MINING COMPANY (LIMITED).—Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the shareholders of this company will be HELD at this office, on THURSDAY, the 4th day of May next, at Three o'clock in the afternoon, for the purpose of electing a director in the place of William Loftus Lowndes, Esq., deceased.
By order of the Board, W. G. WILLIAMS, Secy.
5, Queen-street-place, E.C., April 17, 1865.

PRACTICAL GEOLOGY—KING'S COLLEGE, LONDON.—Prof. TENNANT, F.G.S., will COMMENCE a COURSE of LECTURES on Friday morning, April 28, at Nine o'clock, having special reference to the APPLICATION of GEOLOGY to ENGINEERING, MINING, ARCHITECTURE, and AGRICULTURE. The lectures will be continued on each succeeding Wednesday and Friday at the same hour. Fee, £1 11s. 6d. R. W. JELF, D.D., Principal.

HENRY AND CO. RAILWAY AND GENERAL IRON MERCHANTS.—CONTRACTORS for ALL DESCRIPTIONS of RAILWAY PLANT and STORES; AGENTS for STEAM COAL, &c.
163, GRESHAM HOUSE, OLD BROAD STREET, CITY, LONDON.

MR. BRENTON SYMONS INSPECTS and REPORTS on ANY MINERAL PROPERTY. In all cases where procurable a plan will accompany his report.—15, Hatton-garden, E.C.

THE CREDIT FONCIER AND MOBILIER OF ENGLAND (LIMITED).

Authorised capital, £4,000,000, in 200,000 shares of £20 each.
Capital subscribed, £2,000,000, in 100,000 shares of £20 each.
Capital paid-up £500,000
Reserve fund 200,000
Dividend reserve fund 70,000

DIRECTORS.
The Right Hon. JAMES STUART WORTLEY, Governor.
JAMES LEVICK, Esq., Merchant, King's Arms-yard.
JAMES NUGENT DANIELL, Esq., Chairman of the Alliance Bank (Limited).
JAMES CHILDS, Esq., London.
ALEXANDER DUNBAR, Esq., Old Broad-street, London.
CHARLES ELLIS, Esq., Lloyd's.
ADOLPHE HAKIM, Esq. (Messrs. Pinto, Hakim Brothers, and Co.), London.
The Hon. T. C. HALIBURTON, M.P. (Chairman of the Canada Agency Association), London.
WILLIAM HARRISON, Esq. (Messrs. Young, Harrison, and Bevan), Director of the Thames and Mersey Insurance Company.
RICHARD STUART LANE, Esq. (Messrs. Lane, Hankey, and Co.), London.
CHARLES E. NEWBON, Esq., London.
HENRY FOWNALL, Esq., J.P. Russell-square, London.
JOSEPH MACKRILL SMITH, Esq. (J. Mackrill Smith and Co.), Old Broad-street, London.
EDWARD WARNER, Esq., M.P., London.
JOHN WESTMORLAND, Esq. (Director of the Royal Insurance Company), London.
ALBERT GRANT, Esq., Managing Director.

BANKERS.
The Agra and Masterman's Bank (Limited).
Messrs. Smith, Payne, and Smith.
The National Bank, London, Dublin, and its branches in Ireland.
The Alliance Bank (Limited), London, Liverpool, and Manchester.
SOLICITORS—Messrs. Newbon, Evans, and Co., Nicholas-lane, E.C.
SECRETARY—Alfred Lowe, Esq.
OFFICES.—17 and 18, CORNHILL, LONDON.

THE CREDIT FONCIER AND MOBILIER OF ENGLAND (LIMITED).

At a MEETING of the shareholders of this company, held this day (Thursday), 20th April, 1865, at One o'clock P.M.

The Right Hon. JAMES STUART WORTLEY, Governor, in the chair,
That the balance-sheet and report be, and are hereby approved, confirmed, and adopted.
It was also proposed, seconded, and carried unanimously:—
That the best thanks of this meeting are due, and are hereby given, to the Governor, Deputy-Governors, and Directors, for the care and attention they have given to the interests of the shareholders, and for the extremely satisfactory results which have arisen therefrom.

It was also proposed, seconded, and carried unanimously:—
That the cordial thanks of this meeting are due, and are hereby offered, to Albert Grant, Esq., the managing director, for the talent and untiring energy displayed by him in the administration of the affairs of the company.
It was further proposed, seconded, and carried unanimously:—
That the thanks of the meeting be given to Alfred Lowe, Esq., secretary, for his unvarying courtesy and attention, and to him and the other officers of the company for their industry and zeal during the past half-year.

By order of the Court of Directors,
J. STUART WORTLEY, Governor.
ALFRED LOWE, Secretary.
17 and 18, Cornhill, London, 20th April, 1865.
Copies of the balance-sheet and report may be had on application at the offices.

THE INVESTMENT AND FINANCE AGENCY.

Established for the purpose of effecting Purchases and Sales on Commission in every description of Public Securities, and for affording the necessary precautionary information for the safe investment of capital, &c.

A record is kept of the status and prospects of the various public companies and foreign stocks; and as this agency scrupulously declines speculative transactions upon its own account, the public have, first, the security of being protected by unbiased information, based upon 27 years' experience in the stock and share markets; and, secondly, the guarantee that any business which this agency undertakes will be completed with the strictest fidelity.

During the past year, 1864, no less than ten new foreign loans, constituting an aggregate capital of £22,271,000, and 282 new joint-stock companies, with an authorized capital of £168,887,000, were introduced upon the London market.

Never were there times which incited more forcibly than the present the necessity of experience and caution prior to the investment of capital, or when reliable services, such as this agency specially renders, were more requisite.

The FINANCE DEPARTMENT includes the agency of public companies, loans, deposits, &c., and advances are negotiated on public securities having a market value. An important feature of this agency is, that the same uniform system of strict attention is paid to transactions of small as well as large amounts, the object being to increase its facilities for carrying out its operations to the greatest possible advantage, by embracing the business of every description of investors.

Cheques to be drawn to the order of Mr. CHARLES PETERS, secretary, and crossed "The Agency and Masterman's Bank."

Offices, No. 12, Clement's-lane, Lombard-street, London, E.C.

ABRIDGED PROSPECTUS.

THE WIGAN MAIN ARLEY MINE COAL COMPANY (LIMITED).

To be incorporated under the Companies Act, 1862, which specially limits the liability of each shareholder to the amount of his shares.

Capital, £30,000, in 6000 shares of £5 each.
Deposit 5s. per share on application, and 15s. on allotment.
It is not anticipated that more than £15,000 will be required.

DIRECTORS.
GEORGE ASHWOOD, Esq., cotton spinner, Moss Mill, Heywood, and Chairman of the Devonshire Silkstone Coal Company.
EDWARD BARNES, Esq., Leyland, near Preston, of the Dunkenhough Park Collieries, near Accrington.

BENJAMIN FISHER, Esq., of Bradley Hall Collieries, Bradley Hall, near Wigan.
THOMAS FARHIMOND, Esq., mining engineer and viewer of the Limehurst Collieries, Ashton-under-Lyne; of the Kibbington and Enfield Collieries, near Church; and of the Staveley Main Coal Company, Derbyshire, &c.; and check viewer of the Standish Collieries, near Wigan, &c.

EDWARD HULL, Esq., B.A., F.G.S., of the Geological Survey of Great Britain, and director of the North Stafford Steel, Iron, and Coal Company; author of "The Coal Fields of Great Britain."

JOHN JAMES HORSFALL, Esq., of the Fairbottom Collieries, Ashton-under-Lyne.
JOHN PILKINGTON, Esq., cotton spinner and manufacturer, Albion Mills, West-houghton, and Lostock Grange, near Bolton.
(With power to add to their number).

MANAGERS.
The Manchester and Liverpool District Banking Company, and their branches throughout the country—viz., Wigan, Rochdale, Bury, Blackburn, Warrington, &c.

SOLICITORS.
Messrs. Sale, Worthington, Shipman, and Seddon, 29, Booth-street, Manchester.

AUDITORS.
Messrs. Fitzgerald and Taylor, 63, King-street, Manchester.

REGISTERED OFFICES—EXCHANGE ARCADE, MANCHESTER.

This company is formed for the purpose of purchasing the fee simple and working a most valuable mineral property known as the Moss Hall Estate, in the township of Lostock, near Wigan, consisting of 124 acres or thereabouts of excellent agricultural land, together with all the buildings erected thereon, with all other rights and privileges thereunto belonging, together with all the valuable coal seams, ironstones, brick and fire-clay, &c., underneath the same.

The primary object of this company will be to work the Arley Mine, otherwise known as the Orrell Four Feet, whose superior qualities for house, steam, and coking purposes has gained for it a world-wide reputation in all markets at the highest current prices.

The Lancashire and Yorkshire Railway intersects the estate on the level, giving great facility for sidings. This estate and the one adjoining were bored by eminent men, and the Arley Mine was proved to be of excellent quality. In one hole, nearest the crop, it was found to be 3 ft. 6 in. thick, and in the other upwards of 4 ft.; these, taken in conjunction with the yard coal which has been worked out further on the deep, and being 138 yards above the Arley Mine, after allowing for the dip or inclination of the mine, which is about 1 in 9, and the difference in level of the surface, shows the Arley Mine to be of one uniform depth, thus conclusively proving it to be remarkably free from faults or steps—and this, together with being free from water, comparatively speaking (being a well-known characteristic of this mine), are recommendations which directly tend to ensure large returns for a small outlay.

The advantages of purchasing the Moss Hall Estate will become apparent, when it is stated that it is so situated as to command about 2000 acres of Arley Mine adjoining, being in the middle and rise of the same, and dividing it into two portions of equal area, and the underground roads into equal lengths, which is a great desideratum in mining operations. The directors have been in communication with the owners whose coal they will first be in a position to work after the Moss Hall is finished, and they have it offered to them upon easy terms—in fact, this coal field would have been opened out long ago, if the Moss Hall Estate could have been purchased, but the owner, seeing that it was the only natural outlet to the Lostock coal field, resolutely determined to lease the mines under the estate only, and charge wayleave, which it will be seen is no small item, when it is stated that on 2000 acres it would amount to more than £100,000. The Lostock coal field is divided into a number of separate estates. The directors congratulate themselves upon having secured the estate upon such advantageous and reasonable terms.

There is another feature in this mine not to be lost sight of, and that it is the extremely low price paid for the working of it. The colliers' wages per ton is 1s. 4d.; the dead bottom expenses 1½d.; top expenses 1½d.; timber, oil, tallow, and general wear and tear 3d.; viewing, office expenses, taxes, &c., 1½d.; and mine rent or royalty 8d.; thus making a total of 2s. 7½d. per ton for putting the mine into railway wagons. The present price of coal is 1s. 6d. per ton, the price obtained for the coal after having cost 2s. 7½d. in producing it is 8s. 8d., showing a net profit of 3s. 0½d. per ton.

In calculating the profits that will arise from this undertaking, the directors—as gentlemen living in the immediate neighbourhood, well knowing the district, and practically conversant with the coal trade in all its varied departments—have been careful in taking the lowest possible estimate, and allowed great margin for any interruption in trade, strikes, &c., but they do not apprehend it can by any possibility be worse than at present. The plant, machinery, and works will be so arranged as to raise 200,000 tons per annum, but in this calculation they will only take 150,000 tons. Then again, the lowest estimate of profits, even under the present depressed state of trade, is 3s. 0½d. per ton, but the directors have, for the purposes of this calculation, only taken it at 2s. 6d. per ton. Again, the directors are most sanguine that £15,000 of capital will be quite sufficient—£7000 for the estate, and the remaining £8000 for developing the colliery (the four yearly instalments being met by the mine rent, or royalty, which in the estimate of profits is taken at 8d. per ton), yet for this estimate they calculate interest upon £20,000.

To 150,000 tons of coal, at 2s. 6d. per ton £18,750 0 0
Deduct from this, for redemption of capital .. 750 0 0

Which is equivalent to 80 per cent., on a capital of £20,000.

The rate of getting being 150,000 tons per annum, and taking the area of the coal field at 3000 acres, the colliery is calculated to last about 70 years.

The directors have got estimates, one from a responsible mining engineer, who therein undertakes to erect machinery and win the Arley Mine,—make sidings on to the Lancashire and Yorkshire Railway, and all requisites necessary and usual in modern collieries for raising and putting into coal wagons 200,000 tons of coal per annum, including offices, workshops, in fact everything that will be required, for the sum of £5000; and further agrees to deliver the works up to the company complete, and the mine open and ready for working, in eight months from the date of contract. After having had four months working, the directors are confident of being able to declare a good dividend at the end of the first financial year.

The directors could point out the numerous large fortunes that have and are being made by the working of the Arley Mine, in the Wigan district; in fact, they never knew a single instance of failure; and this they name as a sure and certain guarantee of the success of this company. The fact of its being in the immediate neighbourhood of the great shipping ports of Liverpool, Garston, Widnes Dock, and Preston, and in the very midst of the large manufacturing towns of Lancashire, where the local consumption is immense—being about 12 miles by rail from Manchester, 16 from Preston, and a little over that distance to Liverpool and Garston, and moreover, working, as is admitted on all sides, the best mine in the Wigan coal field—how is it possible to be otherwise than a complete success.

The price which the directors have agreed to pay the owner of the Moss Hall estate is £20,000; £2000 in cash when the company is formed, and £5000 when the conveyance, &c., are signed, the remaining £15,000 to be paid in four yearly instalments of £4000 each, and to bear interest at the rate of 4 per cent. per annum.

Every director takes the requisite number of shares to qualify him as such. No free shares are given to any person, and only the preliminary expenses will be incurred.

Priority of application will have due consideration in making the allotment. All applications for shares must be accompanied by a deposit of 5s. per share, which will be returned in full in cases where no allotment is made.

Applications from the country, if more convenient, may be made by crossed cheque or Post-office order, payable to the bankers, and addressed to the secretary, at the offices of the company.

Prospectuses, mining engineers' reports, and every information may be had on application to the secretary at the offices of the company.

FORM OF APPLICATION FOR SHARES.

To the directors of the Wigan Main Arley Mine Coal Company (Limited).
GENTLEMEN,—Please to allot me shares in the above company, for which I enclose a deposit of 5s. per share, and request you to register my name in respect of such shares, or any less number allotted to me.

Name in full.....
Profession or occupation.....
Dated the day of 1865. Address.....

NOTICE.—No APPLICATION FOR SHARES WILL BE RECEIVED AFTER TUESDAY, APRIL 25.

ACCIDENTS TO LIFE OR LIMB, in the FIELD, the STREETS, or at HOME, provided for by Policy of the RAILWAY PASSENGERS' ASSURANCE COMPANY, 64, CORNHILL, LONDON, E.C.

Compensation has been paid for 10,000 claims.
£1000 in case of Death, or £5 per week while laid up by Injury, secured by An Annual Payment of from £3 to £5 5s.

For particulars apply to the Clerks at the Railway Stations, to the Local Agents, or at the Offices,
64, CORNHILL, and 10, REGENT STREET.

W. J. VIAN, Sec.

In the Court of the Vice-Warden of the Stannaries.

Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the WHEAL PRUDENCE MINING COMPANY (LIMITED).—TO BE SOLD, BY PUBLIC AUCTION, at and upon the WHEAL PRUDENCE MINE, situate in the parish of ST. AGNES, in the county of CORNWALL, under the direction of the Registrar of the said Court, on Monday, the 1st day of May next, at Eleven of the clock in the forenoon, subject to such conditions as shall be then and there produced, and either together or in such lots as shall then be determined on, all the INTEREST of the said company and in the LEASES by virtue of which the mining operations of the said company have for some time been carried on, and the undermentioned MINING MACHINERY and MATERIALS, viz.:

- ONE 70 in. cylinder PUMPING ENGINE, with TWO BOILERS 25 tons.
- ONE 24 in. cylinder WINDING ENGINE, with ONE BOILER and capstan.
- 2 9 ft. 16 in. windbores.
- 2 doorpieces.
- 1 11 ft. 16 in. working barrel.
- 34 18 in. pumps.
- 60 fms. of 1½" bucket rods.
- 1 16 in. H. piece.
- 2 pole cases, stuffing boxes, and glands.
- 1 plunger pole.
- 1 9 ft. 10 in. windbore.
- 1 10 in. H. piece.
- 1 10 in. top doorpiece.
- 30 10 in. pumps.
- 1 9 in. pole.
- 600 ft. of main rods, main shears, with cap, pulleys, and brasses.
- 2 poppet heads, balance bob, and connecting rod; winch, tram wagons, tram rails, cat head rope, bar steel, pulley blocks, a brass bell, nalle, new and old rope, new and old 2 1/2 inch smith's bellows, time bell, new and old engine-shaft, brass and iron weights, 100 fms. of launders, saw-house tools and materials, whelm kibbles, 200 fms. of ironstone ladders, 3 cisterns, dressing tables and materials, scales and beams, scrap iron, a quantity of smith's and miners' tools, strapping plates and bolts, buckets, horse whelm pulley, clacks and valves, mathematical instruments, superior account-house furniture, and other miscellaneous effects in general use in mines.

The mine and materials may be inspected at any time prior to the sale, on application to Mr. BELLINGHAM, the officer in charge thereof, and further particulars, with conditions of the sale, may be had on application to

Messrs. BLACKBURN and SON, Leeds (Solicitors for the Petitioner); or to Mr. JOSEPH ROBERTS, Solicitor, Truro (their Agent).

Dated Registrar's Office, Truro, April 5, 1865.

In the Court of the Vice-Warden of the Stannaries.

Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the BULLER and BASSETT MINING COMPANY.—The Registrar of this Court has appointed the 24th day of May next, at Eleven o'clock in the forenoon, at the Registrar's Office, at Truro, to SETTLE the LIST of CONTRIBUTORIES of the above-named company, now made out and deposited at the said office.

WILLIAM MICHELL, Registrar of the said Court.
Dated this 11th day of April, 1865.

In the Court of the Vice-Warden of the Stannaries.

Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the GREAT NORTH TOLUEN MINING COMPANY (LIMITED).—TENDERS will be received at the Registrar's Office, Truro, on or before the 26th day of April inst., stating the highest price which will be given for the INTEREST of the ABOVE-NAMED COMPANY and of an INDEMNITY OF GRANT or MINING SETT, dated the 5th day of January, 1860, for the term of 21 years, and also for a plan of the said sett, 6 ft. 6 in. by 9 ft. 6 in., mounted on cloth, with spring rollers, mahogany back, brass fittings, &c., which may be inspected at the said office, where further particulars respecting the said sett may be obtained, or of

HODGE, HOCKIN, and MARRACK, Truro (Solicitors for the Petitioners).
Dated Registrar's Office, Truro, April 12, 1865.

In the Court of the Vice-Warden of the Stannaries.

Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the PENNENNA MINING COMPANY.—An order made by the Vice-Warden of the Stannaries in the above matter, dated the 13th day of April inst., on the petition of John Arnold, of Chipping Sodbury, in the county of Gloucester, a contributory of the said company, it was ordered that the said PENNENNA MINING COMPANY should be WOUND-UP by this Court, under the provisions of the Companies Act, 1862.

TUNELL SOUTHGATE, 7, King's Bench-walk, Temple, London (Solicitor for the Petitioner).
HODGE, HOCKIN, and MARRACK, Truro, Cornwall (Agents for the said Solicitor).
Dated Truro, April 19, 1865.

In the Court of the Vice-Warden of the Stannaries.

Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and in the MATTER of the PENNANCE CONSOLS SILVER-LEAD AND COPPER MINING COMPANY (LIMITED).—By an order made by the Vice-Warden of the Stannaries in the above matter, dated the 15th day of April inst., on the petition of John Walker Cash, of Southport, in the county of Lancashire, a shareholder of the said company, it was ordered that the said PENNANCE CONSOLS SILVER-LEAD AND COPPER MINING COMPANY (LIMITED) should be WOUND-UP by this Court, under the provisions of the Companies Act, 1862; and the Vice-Warden, upon the application of Mr. Pulbrook, on behalf of the petitioner, and by consent of Mr. Davis, the mortgagee of the mines, plant, machinery, and effects of the company, thereby appointed Henry Threlkeld Edwards, of King's Arms-yard, Moorgate-street, London, provisionally official liquidator of the above-named company, such appointment to be confirmed by the Court on the 1st day of May next, and if no objection be made thereto on the part of the said mortgagee or the creditors of the company before that day.

A. PULBROOK, 31, Threadneedle-street, London (Solicitor for the Petitioner).
HENRY SEWELL STOKES, Truro (Agent of the said Solicitor).
Dated the 20th day of April, 1865.

In Chancery.

IN the COMPANIES ACT, 1862, and the BRITISH COPPER COMPANY (LIMITED).—TO BE SOLD, BY PUBLIC TENDER, on Monday, the 24th inst., at One o'clock precisely, at the offices of Mr. H. THRELKELD EDWARDS, the Liquidator of the above-named company, No. 3, King's Arms-yard, Moorgate-street, London, all that mine called the REDNAL COPPER MINE, situate at Eardiston, Salop, within two miles of the Radnal Station, together with the PLANT and MACHINERY. For further particulars apply to the Liquidator, at his offices; and to A. PULBROOK, Esq., Solicitor, 31, Threadneedle-street, London.

MR. BURGESS is instructed to OFFER FOR SALE, BY AUCTION, at Crotche's Hotel, Hayle, on Wednesday, the 10th May, at Three o'clock in the afternoon, the following ENGINES, at GREAT WHEAL ALFRED MINE, two miles from Hayle railway station, viz.:

ONE 65 inch cylinder PUMPING ENGINE, 9 feet stroke in the cylinder, and 8 feet in the shaft.

ONE 25 inch cylinder ROTARY or WINDING ENGINE.

The engines may be inspected on application to the agent, on the mine. The committee are desirous to close the affairs of the company without delay, therefore the above engines will be sold at a great sacrifice, to make it worth the attention of speculators' attendance.

Any further information can be obtained of Mr. BURGESS, auctioneer and valuer, Barncoose, Redruth; or DAVID COHEN, Esq., 35, Throgmorton-street, London.
Dated April 19, 1865.

CORNWALL.

VALUABLE AND EXTENSIVE CHINA CLAY AND TIN WORKS FOR SALE. MR. W. HANCOCK has received instructions to SELL, BY PUBLIC AUCTION (unless previously disposed of by private contract), on Wednesday, the 17th day of May next, at Three o'clock in the afternoon, at Dunn's Hotel, St. Austell, in the county of Cornwall (subject to such conditions as will be then and there produced), all those WELL KNOWN, VALUABLE, and VERY EXTENSIVE CHINA CLAY AND TIN WORKS, known as the TREVERBYN TREVANION WORKS, situate in the parish and county aforesaid, together with the MACHINERY, ERECTIONS, &c., thereon, comprising one 16 feet WATER WHEEL, with 4 heads of stamps attached; one 13 feet WATER WHEEL, with 9 heads of stamps attached; an excellent clay dry, 85 ft. long; a large slated shed adjoining the said dry, 85 feet long and 20 feet wide; one 160 fms. railroad, tram wagon, round bud, tin racks, tin and clay sheds, tin chests, tin kieve, wheelbarrows, rovers, a great length of launders of various sizes, and a variety of other articles in general use in such works.

The slopes of clay are high and very productive. The pits are large and substantially built, and laid out on modern principles.

There is an account house, smith's shop, carpenter's shop, and material yard on the said works.

The works have just been brought into a state capable of making large returns, and offer an opportunity for investment which does not often occur.

Satisfactory reasons can be given why the said works are to be sold. Plans may be seen at the offices of the Auctioneer, St. Austell, and further information can be obtained of him; or of Mr. THOS. GILL, Jun., solicitor, 18, Bedford-place, Russell-square, London; or of E. CARTER, Esq., banker, St. Columb.

Dated, April 17, 1865.

PRELIMINARY NOTICE.

IMPORTANT SALE OF VALUABLE LEAD MINE AND MINING MATERIALS. MR. DAVID JONES has received instructions to SELL, BY AUCTION, on the mine, early in the month of May, all the VALUABLE MACHINERY, PLANT, and MATERIALS of the RHOSWYDOL and BACHEIDON MINES, situate in the parish of PENEGOE, in the county of MONTGOMERY, and within about 24 miles from the Pen-y-bont Railway station, including a first-class 30 in. cylinder CONDENSING ENGINE, PUMPING and DRAWING MACHINERY, a 30 ft. WATER WHEEL, CRUSHING MILL, circular, flat, and the buddles, jiggers, &c., all in first-rate working condition, with all the usual appendages of a productive lead mine in full work.

The first lot will be the steam-engine, and the purchaser or purchasers will have the option (subject to the approval of the lord of the manor) of having a lease of the mine, upon a royalty of 1-15th, with the usual conditions.

For further particulars, or to treat for the whole by private contract, apply to GEORGE HADLEY, Esq., 20, St. Helen's-place, Bishopsgate-street, London; or to the Auctioneer, Machynlleth.—Dated March 31, 1865.

HOLMBUSH MINES—SALE OF ENGINES, &c.

TO BE SOLD, BY PRIVATE CONTRACT, ONE 80 in. cylinder PUMPING ENGINE, 11 ft. stroke in cylinder, 9 ft. in shaft, six pipes (brass lined), with THREE BOILERS about 13 tons each. ONE 18 in. WINDING ENGINE, 3½ ft. stroke, with cage, and 8 tons BOILER. ONE 16 in. WINDING ENGINE, with oscillating beam, cage, and BOILER 6 tons.—For further particulars apply to Mr. WARD, 9, Broad-street-buildings, London; Capt. JONES, West Canals, Mine, Liskeard; or to Mr. THOMAS PAYTON, Claremont, Redruth.

COPPER MINES IN NORWAY.—The OVIKKE COPPER MINES, situated about four Norwegian miles from the Fronsheim-Storöfve Railway, are FOR SALE. These extensive mines have in former times, when in possession of Christian IV., King of Denmark and Norway, been worked for a long period of years, with a very good success. The principal shaft was, about 100 years ago, by an accident, filled with water, and since that time the works have not been recommenced. The ore is sulphuret of iron, with several per cent. sulphuret of copper, of which a great portion, according to the accounts, was at hand on both sides of the shaft, as the accident happened. Also, a vast quantity of sulphuret of iron, produced from the mines, is remaining unsmelted, which has now become valuable for the fabrication of sulphuric acid. Until sale is arranged this sulphuret can be delivered at Fronsheim for shipment. On application to the postmaster at Hamar, Norway, special information will be given.

FORGE AND FOUNDRY.—TO BE SOLD, BY PRIVATE CONTRACT, THE EAGLE IRONWORKS, OPENSHAW, near MANCHESTER, adjoining the Stockport Canal and the Manchester, Sheffield, and Lincolnshire Railway. The foundry is provided with a 10 tons TRAVELLING CRANE, and the forge fitted up with FOUR STEAM HAMMERS of from 12 cwt. to 70 cwt. each; ONE PUDDLING and FIVE HEATING FURNACES, FOUR STEAM BOILERS, cross smith's fires for making railway engine and other wheels, donkey engines, &c. The 70 cwt. hammer has never been used, and the other machinery has recently been put in good repair. There are offices, stables, and a stock of tools.

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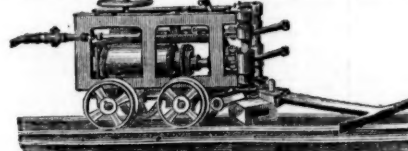
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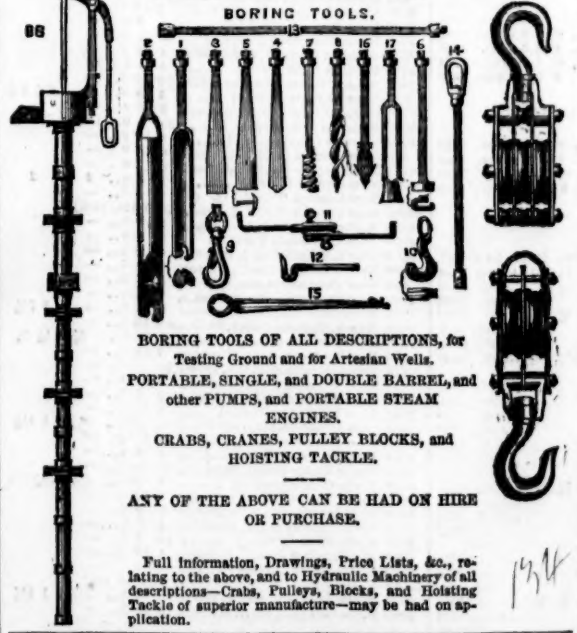
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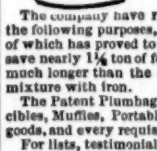
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TIONAL EXHIBITION of 1862, in London, and at the IMPERIAL EXPOSITION
held in Paris, in 1855.



BICKFORD, SMITH, AND CO.,
TUCKINGMILL, CORNWALL, MANUFACTURERS,
of PATENT SAFETY-FUSE, having been informed that the
name of their firm has been attached to fuse not of their ma-
nufacture, beg to call the attention of the trade and public to
the following announcement:—
EVERY COIL OF FUSE MANUFACTURED by them has
TWO SEPARATE THREADS PASSING THROUGH THE COLUMN OF GUNPOW-
DER, and BICKFORD, SMITH, AND CO. CLAIM SUCH TWO SEPARATE
THREADS AS THEIR TRADE MARK.

Prize Medals—International Exhibition, Class 1 and 2.

PATENT PLUMBAGO CRUCIBLES.
The CRUCIBLES manufactured by the PATENT PLUMBAGO CRUCIBLE
COMPANY are the ONLY KIND for which a MEDAL has
been AWARDED, and are now used exclusively by the English,
Australian, and Indian Mints; the French, Russian, and other
Continental Mints; the Royal Arsenal of Woolwich, Brest,
and Toulon, &c.; and have been adopted by most of the large
ENGINEERS, BRASSFOUNDERS, and REFINERS in this
country and abroad. The GREAT SUPERIORITY of these
melting pots consists in their capability of melting on an average
40 pourings of the most difficult metals, and a still greater num-
ber of those of an ordinary character, some of them having ac-
tually reached the EXTRAORDINARY NUMBER of 96 melt-
ings. They are unaffected by change of temperature, never
crack, and become heated much more rapidly than any other
crucibles. In consequence of their great durability, the saving
of waste is also very considerable.
The company have recently introduced CRUCIBLES SPECIALLY ADAPTED for
the following purposes, viz.:—MALLEABLE IRON MELTING, the average working
of which has proved to be about seven days; STEEL MELTING, which are found to
save nearly 1½ ton of fuel to every ton of steel fused; and for ZINC MELTING, lasting
much longer than the ordinary iron pots, and saving the great loss which arises from
mixture with iron.
The Patent Plumbago Crucible Company likewise manufacture and import Clay Cru-
cibles, Muffles, Portable Furnaces, &c. Stove Bases, all descriptions of fire-standing
goods, and every requisite for the Assayer and Dentist.
For lists, testimonials, &c., apply to the Patent Plumbago Crucible Company, Batter-
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FALCON RAILWAY PLANT WORKS,
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weight at the fire-box end, proper distribution of the weight upon the wheels, and keep-
ing the centre of gravity low. These are accomplished by making the fire-box and its
shell on an improved principle, which enables the driving axle to be placed further back
without interfering with the eccentrics and valve gear, which are of the usual simple
description.

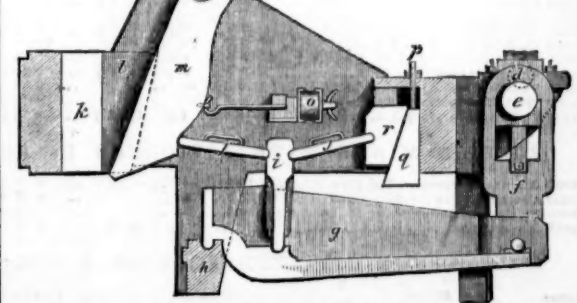
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MINERALS OF EVERY KIND.



It is rapidly making its way to all parts of the globe, being now in profitable use in
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LEGAL PROCEEDINGS will be taken at once against any person or persons found
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Alkali Works, near Wednesbury.—I at first thought the outlay too much for so simple
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Welsh Gold Mining Company, Dolgelly.—The stone breaker does its work admirably,
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road metal, free from dust. Messrs. ORD and MADISON.
Kirkless Hall, near Wigan.—Each of my machines breaks from 100 to 120 tons of
limestone or ore per day (10 hours), at a saving of 40. per ton. JOHN LANCHESTER.
Oreco, Ireland.—My crusher does its work most satisfactorily. It will break 10 tons
of the hardest copper ore stone per hour. WM. G. ROBERTS.
General Frémont's Mines, California.—The 15 by 7 in. machine effects a saving of
the labour of about 30 men, or \$75 per day. The high estimation in which we hold
your invention is shown by the fact that Mr. Park has just ordered a third machine for
this estate. SILAS WILLIAMS.
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THE MINING SHARE LIST

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends Per Share.	Last paid
1200	Alderley Edge (cop.), Cheshire [L.]	10 0 0	—	—	11 3 0	0 15 0—Dec. 1884
4000	Bardley United (copper), Tavistock	2 8 0	—	—	13 11 0	0 2 0—Oct. 1884
1348	Boscawell (tin, copper), St. Just	6 15 0	—	—	1 5 0	0 0 0—May, 1884
200	Bristol (tin, copper), St. Just	91 8 0	—	—	477 15 0	0 0 0—May, 1884
1000	Brixham (tin, copper), Devon [L.]	6 7 6	—	—	8 0 0	0 0 0—Nov. 1884
1000	Bromford (lead), Cardigan [L.]	12 0 0	—	—	5 10 0	0 10 0—Jan. 1885
1200	Bryn Gwyn (lead), Mold [L.]	15 8 7	—	—	10 0 0	0 10 0—Mar. 1885
916	Cargill (silver-lead), Newlyn	15 8 7	—	—	10 0 0	0 10 0—Mar. 1885
1300	Carn Brea (copper, tin), Illogan	15 0 0	—	—	250 10 0	0 2 0—June, 1885
9800	Clifford Amalgamated (cop.), Gwyn	30 0 0	31 1/2	30 31	24 16 0	0 12 0—April, 1885
2000	Copper Miners of England	25 0 0	—	—	7 1/2 per cent.	—Half-yr.
40000	Ditto ditto (stock)	100 0 0	—	—	1 per cent.	—Half-yr.
867	Cwm Krfn (lead), Cardiganshire [L.]	7 10 0	—	—	15 18 0	0 1 0—Mar. 1885
128	Cwmystwith (lead), Cardiganshire	60 0 0	—	—	275 10 0	0 4 0—June, 1884
128	Dewent Mines (all-lead), Durham	800 0 0	—	—	162 0 0	0 5 0—June, 1884
1284	Devon Gt. Con. (cop.), Tavistock [S.E.]	1 0 0	690	—	962 0 0	0 9 0—Apr. 1885
258	Dolcoath (copper, tin), Camborne	128 17 6	—	—	791 10 0	0 5 0—Apr. 1885
6144	East Basset (cop.), Redruth [S.E.]	29 10 0	—	—	125 0 0	0 1 0—Nov. 1884
300	East Daron (lead), Cardiganshire	32 0 0	—	—	103 10 0	0 2 0—Feb. 1885
128	East Pool (tin, copper), Pool, Illogan	24 0 0	—	—	289 10 0	0 4 0—June, 1885
5000	East Rosewarne (cop.), Fowey, Gwenn	2 15 0	—	—	0 4 6	0 2 0—Feb. 1885
2900	Foxdale (lead) Isle of Man [L.]	25 0 0	—	—	66 0 0	0 1 0—Mar. 1885
5000	Frank Mills (lead), Christow	3 18 6	—	—	2 0 6	0 0 0—Feb. 1885
15500	Great Laxey (lead), Isle of Man [L.]	4 0 0	17 1/2	—	2 1 0	0 10 0—Mar. 1885
4000	Great W. Vor (tin, cop.), Helston [S.E.]	40 0 0	—	—	6 2 0	0 15 0—Mar. 1885
119	Great Work (tin), near Liskeard [S.E.]	100 0 0	—	—	15 0 0	0 5 0—Aug. 1884
1024	Harodist (id.), near Liskeard [S.E.]	8 10 0	—	—	31 10 0	0 1 0—Feb. 1885
400	Lisburne (lead), Cardiganshire, Wales	18 15 0	—	—	430 10 0	0 2 0—Feb. 1885
2000	Mace-y-Safn (lead) [L.]	20 0 0	—	—	3 0 6	0 2 0—Apr. 1885
5000	Marke Valley (copper), Caradon	4 10 8	5 1/2	5 1/2	0 6 0	0 2 0—Mar. 1885
3000	Minera Mining Co. (lead), Wrexham [L.]	1 0 0	—	—	160 18 0	0 7 0—Feb. 1885
1800	Minera Mining Co. [L.] (id.), Wrexham	25 0 0	—	—	18 11 7	0 16 3—Jan. 1885
30000	Mining Co. of Ireland (lead, coal)	7 0 0	—	—	0 4 0	0 2 0—Apr. 1884
40000	Mynydd (iron ore) [L.] [S.E.]	2 10 0	—	—	7 0 0	0 1 0—June, 1884
250	Nanty Mines (lead), Montgomery	20 0 0	—	—	0 11 0	0 1 0—Oct. 1884
5000	New Birch Tor and Vitrifer Co. (tin)	1 8 6	—	—	0 13 0	0 2 0—Feb. 1885
2000	North Trekerby (copper), St. Agnes	9 0 0	3 1/2	2 1/2	135 0 0	0 12 0—Jan. 1885
200	Parry Mine (tin), Uye Lelant [S.E.]	10 0 0	—	—	608 0 0	0 1 0—Feb. 1885
1123	Providence (tin), Uye Lelant [S.E.]	10 0 0	—	—	76 0 0	0 2 0—Dec. 1884
30	Silver Rake Mining Company	280 0 0	—	—	475 10 0	0 5 0—Mar. 1885
812	South Caradon (cop.), St. Cleer [S.E.]	1 8 0	630	—	0 5 0	0 5 0—Mar. 1884
4000	St. Day United (tin), Redruth	14 0 0	—	—	490 10 0	0 10 0—May, 1884
940	St. Ives Consols (tin), St. Ives	8 0 0	—	—	16 11 0	0 10 0—Mar. 1885
6000	Tincroft (cop. tin), Pool, Illogan [S.E.]	9 0 0	15	14 1/4	26 9 0	0 5 0—Mar. 1885
6000	West Basset (copper), Illogan [S.E.]	1 10 0	—	—	4 10 0	0 15 0—Feb. 1885
8000	W. Chiverton (id.), Ferranzabulo [S.E.]	—	61	62 1/2	63 10 0	0 1 0—Nov. 1884
256	West Damsel (copper), Gwennap	88 10 0	—	—	429 0 0	0 4 0—Apr. 1885
400	W. H. Seton (cop.), Illogan	47 0 0	100	95 100	15 0 0	0 10 0—Apr. 1885
812	Wheel Basset (copper), Illogan [S.E.]	3 10 0	—	—	2 6 0	0 3 0—Feb. 1885
812	Wheel Jane (silver-lead), Ken	3 10 0	—	—	69 17 6	0 10 0—Mar. 1885
4295	Wheel Kitty (tin), St. Agnes	5 4 6	—	—	288 5 0	0 4 0—Mar. 1884
1024	Wh. Mary Ann (tin), Menhenot [S.E.]	8 0 0	—	—	343 8 0	0 5 0—May, 1884
80	Wheel Mary (tin), Lelant	96 2 6	—	—	198 15 0	0 5 0—Apr. 1885
80	Wheel Owles (tin), St. Just, Cornwall	70 0 0	—	—	61 10 0	0 12 0—Mar. 1885
896	Wheel Seton (tin, copper), Camborne	58 10 0	205	200 205	14 17 0	0 6 0—Oct. 1884
1040	Wh. Trevelyan (all-lead), Liskeard [S.E.]	5 17 0	20	19 20	—	—
7000	Wicklow (copper) [L.], Wicklow	2 10 0	—	—	—	—

* Dividends paid every two months. † Dividends paid every three months.

BRITISH MINES WITH DIVIDENDS IN ABEYANCE.

340	Boscan (tin), St. Just	20 10 0	—	—	36 10 0	1 0 0—Mar. 1883
8000	Chiverton (lead), Ferranzabulo [S.E.]	6 0 0	5 1/2	5 1/2	85 0 0	2 0 0—June, 1887
288	Condurow (cop. tin), Camborne	75 10 0	—	—	1 7 0	0 7 0—May, 1887
2450	Cook's Kitchen (copper), Illogan	18 0 0	7	6 1/2	7 12 0	0 4 0—July, 1882
1024	Copper Hill (copper), Redruth	12 0 0	—	—	0 10 0	0 2 0—Feb. 1885
1058	Cradock Moor (copper), St. Cleer	8 0 0	—	—	0 18 0	0 1 0—May, 1883
4076	Devon and Cornwall (cop.), Tavistock	6 4 3	15	11 1/2	0 17 6	0 2 0—Jan. 1883
12800	Drake Walls (tin, copper), Calstock	2 1 0	—	—	1 10 0	0 10 0—May, 1884
8000	Dynghwll (lead), Wales	12 6 6	—	—	41 9 3	0 2 0—June, 1880
1906	East Wheel Lovell (tin), Wendron	3 0 0	11	—	7 18 6	0 5 0—Dec. 1881
940	Fowey Consols (copper), Tywardreath	4 7 6	—	—	0 3 0	0 1 0—Mar. 1882
6000	Great South Tolu (copper), Redruth	0 14 6	2	1 1/2	18 1 0	0 5 0—May, 1882
10240	Gunnislake (Cliffers' Act), (copper)	0 2 0	—	—	10 10 0	0 5 0—Aug. 1882
180	Leant (copper, tin), St. Just	2 10 0	—	—	36 19 0	0 8 0—Mar. 1882
440	Mount Pleasant (lead), Mold	0 0 0	—	—	7 19 6	0 10 0—Nov. 1883
5000	Oreled (lead), Flintshire	0 0 0	—	—	1 0 0	0 1 0—July, 1883
6400	Par Consols (cop.), St. Blazey [S.E.]	1 2 6	—	—	0 10 0	0 1 0—June, 1883
1773	Pelbreen (tin), St. Agnes	15 0 0	—	—	0 10 0	0 1 0—June, 1883
812	Pelbreen (tin), St. Agnes	8 0 0	—	—	0 10 0	0 1 0—June, 1883
8000	Rose Hill and Ransom United	3 1 0	—	—	0 5 0	0 5 0—Dec. 1882
8000	South Exmouth (lead), Christow	2 2 0	—	—	74 10 0	0 1 0—May, 1883
812	South Tolu (cop.), Redruth	8 0 0	24	15 20	370 18 6	1 0 0—Nov. 1883
498	S. W. Francis (cop.), Illogan [S.E.]	18 18 9	—	—	9 18 0	1 0 0—June, 1882
280	Sparrow Moor (tin, copper), St. Just	32 17 9	—	—	7 0 0	0 10 0—Sept. 1880
272	Trelon Consols (tin), St. Ives	14 10 0	—	—	6 2 0	0 2 0—Mar. 1882
1000	Trumpton Consols (tin), near Helston	12 0 0	—	—	8 15 0	1 0 0—Jan. 1881
4200	Vigra and Clogau (copper) [L.]	5 0 0	—	—	14 10 0	0 3 0—June, 1881
1024	Wendron Consols (tin), Wendron	20 13 10	—	—	101 1 3	0 10 0—Oct. 1882
60	West Burton Gill (lead), Yorkshire	50 0 0	—	—	3 0 0	0 10 0—Oct. 1882
1024	West Caradon (cop.), Liskeard [S.E.]	10 0 0	8	7 1/2	295 10 0	0 5 0—Feb. 1881
1000	Wheel Basset and Grylle (tin)	7 0 0	—	—	10 2 6	0 7 0—July, 1884
1024	Wheel Friendship (copper), Devon	20 0 0	—	—	76 5 0	1 0 0—May, 1883
1024	Wheel Killy (tin), Uye Lelant [S.E.]	3 0 6	—	—	0 19 0	0 3 0—May, 1882
806	Wheel Margaret (tin), Uye Lelant	13 17 6	—	—	—	—
2044	Wheel Trevelyan (tin), Gwennap	6 11 3	—	—	—	—
4400	West Fowey Consols (tin and copper)	0 5 6	—	—	—	—
8000	Wharfedale Mining Company [L.]	0 5 6	—	—	—	—

FOREIGN DIVIDEND MINES.

20000	Australian (cop.), S. Australia [S.E.]	7 7 6	—	—	0 1 0	0 1 0—Dec. 1883
2444	Burra Burra (cop.), S. Australia	8 0 0	—	—	320 0 0	0 5 0—Sept. 1884
6000	Central American (silver) [L.]	5 0 0	—	—	4 6 8	0 14 10—Dec. 1883
15000	Cape Copper Mining [L.] [S.E.]	7 0 0	10 1/2	10 1/2	0 15 0	0 0 0—Sept. 1884
12000	Cobra Copper Co. (cop.), Cuba [S.E.]	40 0 0	28	26 28	101 0 0	1 0 0—Jan. 1885
100000	Don Pedro No. Del Rey [L.] [S.E.]	0 12 6	—	—	0 9 0	0 9 0—Dec. 1883
70000	English and Australian	6 0 0	—	—	1 12 0	0 2 0—Aug. 1884
18000	East Indian Coal, Calcutta [L.]	10 0 0	—	—	7 1/2 per cent.	—Yearly
25000	Fortuna (lead), Spain [L.] [S.E.]	2 0 0	—	—	0 14 0	0 5 0—June, 1884
25000	Gen. Mining Assoc., Nova Scotia [S.E.]	2 0 0	25	21 25	21 10 0	0 1 0—June, 1884
80000	Kapunda Mining Co., Australia [S.E.]	1 0 0	—	—	0 19 0	0 2 0—Jan. 1884
15000	Linares (lead), Spain [L.] [S.E.]	3 0 0	5	—	11 6 4	0 5 0—Jan. 1885
10000	Lusitania (Portugal) [S.E.]	2 0 0	—	—	1 4 0	0 3 0—Jan. 1885
9275	New Wildberg (copper)	2 0 0	—	—	0 10 0	0 10 0—Aug. 1884
50000	Panulillo (copper) [L.] [S.E.]	3 0 0	4 1/2	4 1/2	7 1/2 per cent.	—Yearly
10000	Pontefract (all-lead), France [S.E.]	320 0 0	—	—	0 1 0	0 16 0—Dec. 1884
97500	Port Phillip (lead), Clunes [S.E.]	1 0 0	1 1/2	1 1/2	0 12 6	0 1 0—July, 1884
11000	St. John del Rey [L.] [S.E.]	15 0 0	27	30 32	63 15 0	0 2 0—June, 1884
43174	United States (lead), Mexico [S.E.]	28 0 0	4 1/2	4 1/2	2 19 0	0 5 0—Sept. 1884
10000	Vancouver (coal) [L.] [S.E.]	5 0 0	—	—	0 15 0	0 5 0—Nov. 1884
50000	Victoria (London) Mining Co. [L.]	1 0 0	—	—	0 2 0	0 5 0—Jan. 1885
20000	West Canada Mining Company [L.]	1 0 0	—	—	0 17 0	0 5 0—Dec. 1884
45000	Yudamutana (cop.), S. A. [L.] [S.E.]	3 0 0	1 1/2	1 1/2	0 5 0	0 5 0—Aug. 1883

FOREIGN MINES WITH DIVIDENDS IN ABEYANCE.

10000	Alten and Qumangen Uni. (cop.) [L.] [S.E.]	14 10 0	—	—	4 5 0	0 15 0—Nov. 1883
10000	Copio Mining Company, Chili [S.E.]	16 0 0	3	—	6 18 0	0 10 0—Nov. 1883
10000	El Barril Land, Min. & Co., N. Z. [L.] [S.E.]	25 0 0	—	—	15 per cent.	—May, 1883
10000	Mariguata and New Granada [S.E.]	1 0 0	—	—	0 9 6	0 1 0—July, 1883

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last paid.
35000	Alamillos (lead), Spain [L. £2] [S.E.]	1 5 0	1%	1½ 1%	Sept. 1884
100000	Anglo-Brazilian (gold) [L.] [S.E.]	0 6 0	%	% %	Dec. 1883
20000	Bearis Tin Streaming Company [L.]	0 17 6	—	—	Oct. 1883
25000	Capula (silver), Mexico [L. £2] [S.E.]	1 5 0	1½%	¾ 1½	Feb. 1884
10000	Copitaco Smelting [L.], Chili	10 0 0	—	—	Fully paid.
75000	Dun Mountain (copper), New Zealand [L.] [S.E.]	1 0 0	—	—	Fully paid.
50000	East del Rey (gold), Brazil [L. £2] [S.E.]	2 5 0	1½	1½ 1½	Feb. 1885
15000	El Chico Silver Mining and Reduction Company [L. £5]	8 0 0	—	—	Fully paid.
8000	English and Canadian Mining Company [L.]	2 0 0	—	—	Fully paid.
40000	Fortuna (copper), West Australia [L.]	2 0 0	—	—	Fully paid.
50000	Frontino and Bolivia (gold), New Granada [L.] [S.E.]	1 0 0	—	—	Fully paid.
40000	Great Northern (copper), South Australia [L. £2] [S.E.]	1 10 0	—	—	Mar. 1885
24000	Hindostan (copper), Bengal [L. £5]	3 0 0	—	—	June, 1882
4000	Hooper Silver-Lead and Copper Mining Co. [L.], Jamaica	25 0 0	—	—	Feb. 1885
150000	Lagunazo (sulphur, copper), Portugal [L.]	1 0 0	—	—	Fully paid.
100000	Montes Aures (gold), Brazil [L.] [S.E.]	2 0 0	¾	¾ ¾	Fully paid.
50000	Nova Scotia (lead and gold) [L. £2]	1 0 0	—	—	Nov. 1882
10000	Orea (copper) New Zealand [L. £2]	0 15 0	—	—	Sept. 1884
15000	Pachusa Silver Mining Company, Mexico [L. £1]	1 0 0	—	—	June, 1883
6000	Pel River Land and Mineral [Limited]	100 0 0	—	—	Stock.
23000	Quebrada (copper), Venezuela [L. £10]	6 10 0	5	4 5	Sept. 1884
50000	Rosa Grande (gold), Brazil [L. £1] [S.E.]	0 8 0	—	—	April, 1884
10000	San Roque (lead), Spain	5 0 0	—	—	Fully paid.
20000	Santa Barbara (gold), Brazil [L. £1]	0 16 0	¾	% %	Sept. 1884
15000	Scottish Australian Mining Company [L. £1]	0 17 6	—	—	Feb. 1884
15000	South Europe Mining Company, Spain [L. £2]	5 0 0	—	—	Fully paid.
12000	Teplitz Colliery Co., Bohemia [L. £2]	3 0 0	—	—	June, 1883
80000	Val Antigoria (gold) [L. £2]	0 10 0	—	—	Fully paid.
5000	Valgodemard Mining Company [L. £20]	15 0 0	—	—	Mar. 1885
80000	Vallianzas (gold), Italy [L. £1] [S.E.]	0 10 0	1½	1½ 1½	Oct. 1884
45000	Victor Emanuel (copper), Italy [L.]	1 0 0	—	—	Fully paid.
20000	Washoe (gold) [10000 £5 paid, 10000 £2 paid]	—	—	—	Fully paid.
1000	Western Africa Malachite (copper) [L.]	110 0 0	—	—	Oct. 1882
12000	Wheat Ellen (copper), South Australia [L.]	5 0 0	—	—	Fully paid.
80000	Worthen (copper), South Australia [L.] [S.E.]	1 0 0	%	¾ %	Fully paid.
70000	Yorke Peninsula, South Australia [L. £1]	1 0 0	—	¾ %	Fully paid.